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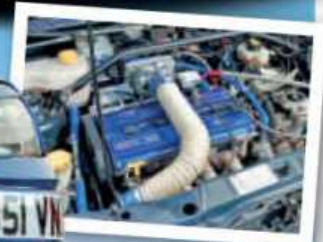
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**NEXT ISSUE
ON SALE**

4 DECEMBER 2015



WELCOME TO THE DECEMBER ISSUE!

“ Hello and welcome to the December issue of *Fast Ford*. As you will have no doubt spotted on the cover, there's a bit of an 'engine swap' theme running throughout this issue.

There's something undeniably cool about shoe-horning a massive motor into somewhere it doesn't really belong. And it's something Ford fans have been doing for years.

Whether simply dropping in a bigger capacity version of the same unit, turbocharging an otherwise naturally-aspirated setup, or building a full-on 4x4 conversion, swapping out the original motor for something fruitier is hard to resist.

This month we've got three fantastic examples of the breed; Ade Gauntlett's awesome twin-turbo 24v V6-powered Sierra, Mark Piggott's ultra-aggressive Zetec Turbo'd Mk5 Fiesta ZS, and Pete Lancaster's whacky 4x4 Cossie YB'd Fiesta van! Each a crazy creation specifically built to meets its owners unique requirements.

That's not to say the only way to improve a fast Ford is to rip its guts out and start again. Far from it. Choose wisely and incredible results can be had from nothing more than simple bolt-on upgrades, as Aaron Hall's mighty Mk2 Focus RS and Robert Shaw's stunning Escort Cosworth prove only too well.

Speaking of simple bolt-on upgrades making a huge difference, this month also sees us get behind the wheel of mountune's MR230-kitted Fiesta ST – see what we think of it over on page 20.

Elsewhere, and for our readers north of the border, you'll find a full report from the recent Ford day at Crail, along with a complete roundup of all the action at the now-infamous Peoples dealer meet in Edinburgh.

On top of that we even offer some sound investment advice – kind of. Well, we take a look at three fast Fords we think are just waiting to receive full classic status in our '3 of a kind' feature!

Enjoy the mag!

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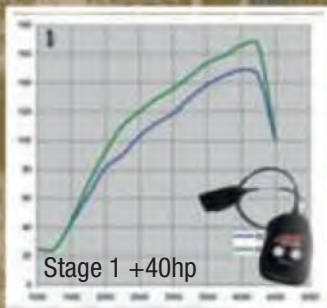
FOCUS RS MK2

You want power, you want control. Have them both. JW Racing tuning packages for the Focus RS Mk2, with staged kits now pushing beyond 500hp. Model shown equipped with JWR Titanium turbo back exhaust system, Spec R intercooler and hard pipe kit, ITG Cold Air Intake, JWR Fuel injectors, JWR Hybrid Turbocharger, Elevate Upper & Lower Inlet Manifolds, JWR/Autotech Remap. Stopped in its tracks by Tarox 370mm 10 Piston Brake Kit – the biggest direct fit kit on the UK market and held in the corners with Bilstein B16 Coilovers. JW Racing have everything you want to make your Focus RS go faster, take the next corner quicker and stop you in a moment, a true one stop shop.

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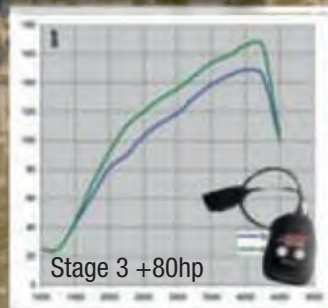
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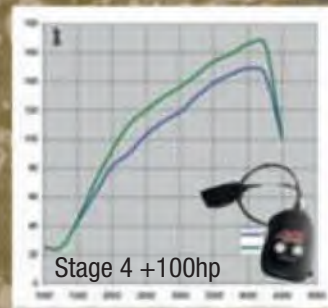
Requires Handset & software



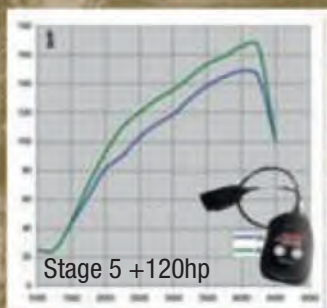
Requires Handset & software, Turbo back exhaust, Intercooler



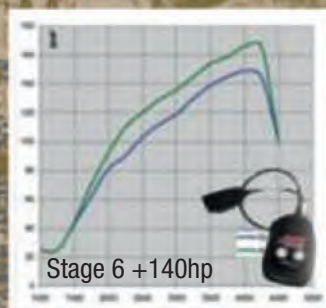
Requires Handset & software, Turbo back exhaust, Intercooler, 550cc injectors, Intake Kit



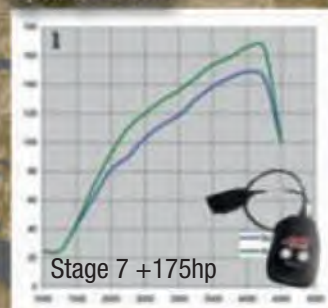
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit



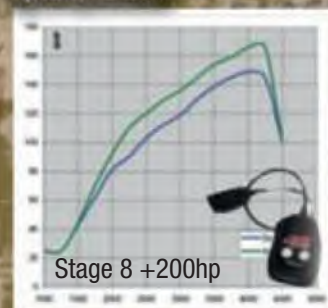
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Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump, Hybrid Turbo



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump, Hybrid Turbo, Forged Internals, Camshafts



Requires Handset & Live mapped software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold kit, Hi Pressure & Hi Flow Fuel Pump, GT Turbo Kit, Forged Internals, Camshafts

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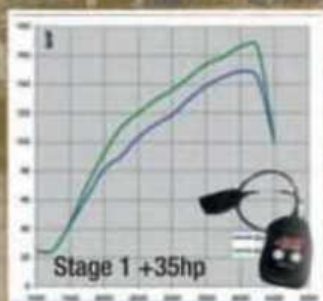
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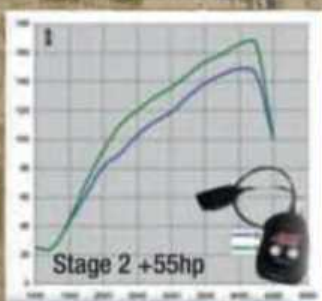
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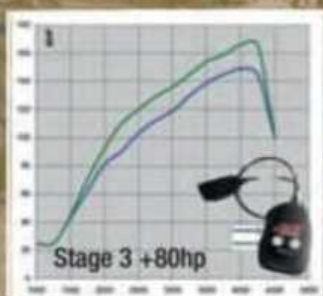
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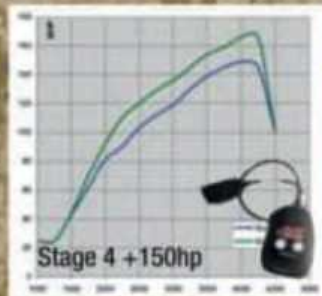
Requires Handset & software



Requires Handset & software, Turbo back exhaust, Panel Filter



Requires Handset & software, Turbo back exhaust, Intake Kit, Intercooler



Requires Handset & software, Turbo back exhaust, Intake Kit, Intercooler, 550cc Injectors, K16 RS Turbocharger

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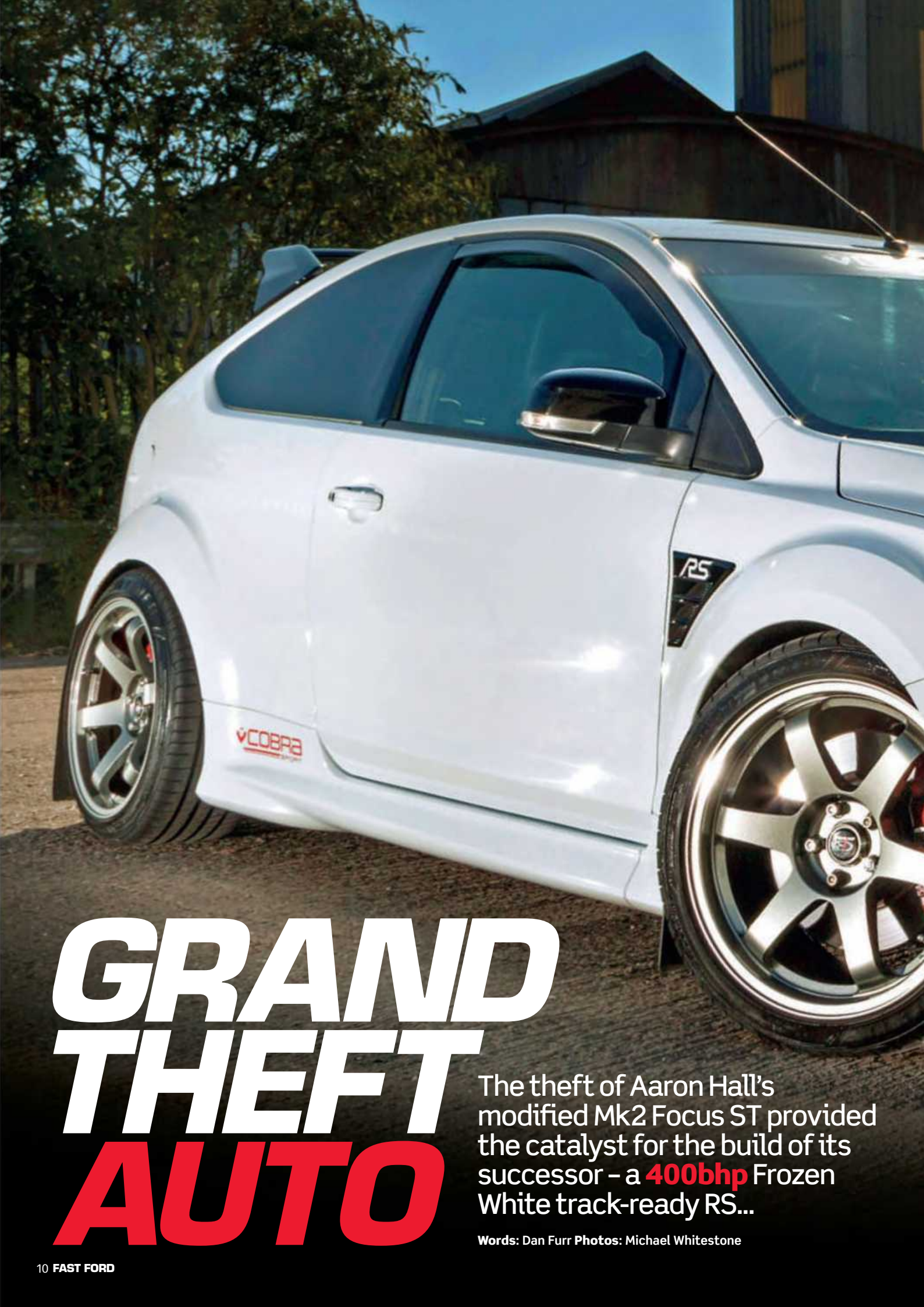
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GRAND THEFT AUTO

The theft of Aaron Hall's modified Mk2 Focus ST provided the catalyst for the build of its successor – a **400bhp** Frozen White track-ready RS...

Words: Dan Furr Photos: Michael Whitestone



I've been a massive fan of the Mk2 Focus RS ever since the model was released," enthuses twenty-three year old Ford nut, Aaron Hall. "There's something about it that inspires excitement like no other hot hatch that I've come across," he adds, citing time spent behind the wheel of a Vauxhall Corsa D VXR as an example of his attempts

to enjoy fast fun on four wheels from within a motor lacking the legendary Rallye Sport badge.

It was, however, the Mk2 Focus RS's kid brother, the ST, that was sat on Aaron's driveway before he found himself in possession of the keys to his dream drive. "I bought the ST with the intention of upgrading its engine to RS specification. In

actual fact, I ended up investing in a Pumaspeed Stage 1 tuning package, a Milltek decat stainless steel exhaust system, an enlarged downpipe and various other mods that took the car's power to well over 300bhp," he confirms.

The ST's handling abilities were also fine-tuned, with Cobra Sport springs dropping the Ford's ride height. Additionally, 9.5-inch

wide Bola B1 wheels wrapped in Yokohama rubber assisted by offering an increased surface contact area. "I was readying the car for some track action," continues Aaron. "My hope was to have an ST that would work perfectly as a daily driver, but one that would also provide plenty of smiles to the mile at the racing circuit."



“The only car that I wanted to buy was a genuine Mk2 Focus RS”

Unfortunately, the car was nicked before I got an opportunity to see if my efforts had paid off,” he sighs.

That dreadful feeling of awaking to discover that some oik or another has nabbed your pride and joy while you were snoozing is difficult to shake off, even when the car in question is found and returned by concerned law enforcement agencies. This was something that Aaron experienced firsthand; his stolen ST was located in a garage just three miles from the spot that it had been taken from, but the episode left a sour taste in his mouth, and he quickly fell out

of love with his once-treasured Focus. It was time to find a replacement ride.

“The only car that I wanted to buy was a genuine Mk2 RS. I searched online classifieds to see what was available, and I was delighted to see that my local Ford dealer was offering an ‘03-plate Frozen White example for sale. I fell in love with the car as soon as I laid eyes on it, and I quickly paid a deposit in order to ensure that mine was the next name to appear on its logbook,” he smiles.

With the exception of black bonnet vents and a matching lick of paint on its stock rims, the white wonder was in a factory

state of tune. Not that Aaron planned to keep it that way! “I wanted to improve upon my ST’s abilities when it came to modifying the RS. A target figure of 400bhp seemed perfectly reasonable, and I began to compile a list of tuning parts that would help me to achieve my goal,” he says.

Reasoning that improved airflow should be his first port of call, Aaron took advantage of a Focus RS Owners Club group buy for an enlarged cat-back exhaust system. A trip to Santa Pod followed the kit’s installation, but the exit pipework’s mighty roar



Airtec intercooler nestles neatly behind the front grille

TECH SPEC

FOCUS RS

ENGINE

2.5-litre 20-valve five-cylinder Duratec turbo, Collins Performance CP400 management software, Bosch 550cc fuel injectors, standard spark plugs, bespoke cold air feed to Group A induction kit with white silicone joiner, Auto Specialists inlet manifold painted gloss white, RS and Collins Performance logos on intake system, Airtec intercooler with painted white logo, Airtec air scoops, Cobra enlarged downpipe and decat pipe, Cobra non-resonated 3-inch cat-back stainless steel exhaust system with 4.5-inch tips

POWER

400bhp, 460lb/ft torque (estimated)

TRANSMISSION

Factory gearbox and clutch, Bryshifter short shift kit

SUSPENSION

Factory dampers, 30mm H&R lowering springs, Summit strut brace with black and chrome twin-tone finish, Hardrace torque mount

BRAKES

Factory calipers, OEM discs and pads

WHEELS & TYRES

8x18-inch (front) and 9.5x18-inch (rear) Rota Grid Steel Grey wheels, Goodyear Eagle F1 235/40/18 tyres stretched at rear

EXTERIOR

Frozen White paintwork, Triple R front splitter, gloss black vinyl lip beneath front grille, Cobra Exhausts windscreen sunstrip, white RS inlays, white Ford badge overlays, Team HEKO wind deflectors, gloss black bonnet vents, white LED sideblight bulbs, white Xenon headlight bulbs, Collins Performance CP400 graphics

INTERIOR

Recaro CS front seats with OMP four-point safety harnesses, OMP Alcantara steering wheel with quick-release boss, factory ICE and integrated satellite navigation system

THANKS

A huge thanks to April for putting up with the many weekends and evenings that I spend fitting parts to my car, and for helping whenever an extra pair of hands is required!

Summit strut brace is just one of the many track-ready mods



Cobra Sport exhaust allows the 400bhp five-pot to really sing!



proved to be too much for Mr Hall's sensitive ears as his day of quarter-mile munching progressed. "The exhaust was great, and there was a notable performance advantage after it had been bolted into place, but I hadn't anticipated just how loud it would be!" he laughs. Indeed, a significant increase in volume is essential to many when it comes to exhausts, yet Aaron required something a little more sedate. Cue a call to Cobra Sport.

"I ordered one of the company's excellent three-inch decat systems, and I took advantage of an offer for a matching downpipe," he continues. He also invested in a set of 30mm H&R lowering springs. "Before fitting them, and when compared to my lowered ST, the RS felt like it was on stilts," he says,

while confirming that his car's suspension has also been bolstered by a Hardrace torque mount and Summit front and rear strut braces. Tracktastic!

Further airflow updates came soon after, with a Group A induction kit, a homebrew cold air feed and an Airtec intercooler joining an Auto Specialists colour-coded inlet manifold beneath the bonnet of the fast-evolving RS. The resulting derestricted breathing had delivered a welcome increase in throttle response, and Aaron concluded that the time had come to have his motor mapped by Ford fettling firm, Collins Performance.

The application of 'CP400' ECU software and Bosch 550cc fuel injectors followed, pushing the car's performance to – yep, you guessed it – 400bhp (coupled with an estimated 460lb/ft). This was

exactly what Aaron was hoping to achieve, and he celebrated by treating his Blue Oval to a set of staggered fitment Rota Grid rims.

"A mate had them fitted to his Vauxhall Astra H VXR replica. I offered to exchange them for my factory RS wheels. To my surprise, my friend agreed to the swap, although the tyres that I inherited were shot to bits. Fortunately, I managed to obtain an 'as new' set of Goodyear Eagle 235/40/18 F1s. The Rotas are now shod in this top-notch rubber, and the 9.5-inch width of the back wheels mean that there is a tidy tyre stretch to be seen at the rear of the car," he beams.

Aaron's track day intentions are hinted at inside his Focus thanks to the inclusion of OMP safety harnesses. His father-in-law, Vic Ingram (a racer



DRIVER SPEC

AARON HALL

Age: 23

Job: DHL warehouse operative

First Ford: A white Mk2 Focus ST

Favourite Ford: Escort Cosworth

Best mod: The Cobra exhaust system

What's next: K Sport eight-piston calipers and track days

“A target figure of 400bhp seemed perfectly reasonable, and I began to compile a list of tuning parts that would help me to achieve my goal”





Rota Grids suit the Mk2 RS perfectly!



Choice decals show just what this RS is packing!

of classic BMWs and the owner of Solihull's Laranca Engineering), made him a custom quick-release kit for an Alcantara-trimmed three-spoke steering wheel, but otherwise, the interior of this race-ready RS is a largely factory affair.

Things are equally as understated when it comes to the car's bodywork: a protective gloss black vinyl strip sits beneath a white-badged front grille, while a Triple R splitter and Team HEKO wind deflectors do a great job of

offering function as well as form. Then again, outlandish cosmetic alterations are supplementary to requirements when a Ford looks as good as the Mk2 Focus RS does 'out of the box'. Besides, this particular Rallye Sport's statement of intent is clear for all to see thanks to Cobra Sport lower rear quarter decals, a matching windscreen sunstrip and Collins Performance boot lid graphics that highlight just how many ponies the car's powerplant is packing!

It didn't take long for interested parties to get a good look at this fantastic Focus in the metal thanks to an invitation for Aaron to display it on the Cobra Sport stand at this year's Ford Fair. "I had a great day out, and the car attracted a lot of attention at the show," he says. The event also doubled up as an excuse for him to test his RS on the famous Silverstone circuit, and he's already booked track time at Donington and Oulton Park following a plan of action that

should see K-Sport eight-piston calipers tucked behind this magnificent Mk2's Rotas in the coming weeks.

"I've also beefed-up vehicle security by installing a tracker, a Disklok and plenty of other thief-thwarting equipment," he adds, keen to avoid a repeat of his earlier experience at the hands of the light-fingered. That sounds like a good idea to us. After all, it's only the thunder of his rival track users that should be stolen from now on!

"I had a great day at Ford Fair, and the car attracted a lot of attention at the show"





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- Large diameter racing grooved rotors
- High quality braided brake hoses
- Mounting brackets and complete install pack

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DRIVEN

MOUNTUNE FIESTA ST MR230

**WE PUT THE MOUNTUNE MR230-EQUIPPED
FIESTA ST THROUGH ITS PACES – HERE'S
WHAT WE REALLY THINK OF IT...**

Last month we headed off to mountune HQ to get behind the wheel of the latest MP275-kitted Focus ST, which we brought to you last issue. But while we there we spied their little Mk7 Fiesta ST sat in the corner, complete with the very latest MR230 upgrade. So naturally, we grabbed the keys and headed off into the Essex countryside to see what the MR230 was all about too.

First impressions were very positive. The MP215 kit – on which the MR230 is based – retains the stock exhaust system, but I'm pleased to say the MR230 kit comes complete

with a high-flow downpipe, 200-cell sports cat, and uprated twin-tip cat-back system. This means that unlike the MP215 car, you know you're in something a bit fruity from the moment you hit the ignition. It's by no means loud or boomy, but is aggressive enough to distinguish this from any standard ST.

The MR230 may be the most powerful Fiesta kit mountune have produced to date, but they haven't sacrificed any of the slow speed road manners that mountune customers have come to expect, or demand, from their cars. Indeed, when pottering around

town it's barely any different to the MP215-equipped ST – which in itself is no different to a standard car – and you could easily use the car on a daily basis, and still return decent mpg too!

The difference comes when you start to punch it. And to be honest I was skeptical of just how much difference an extra 15bhp or so would actually make on the road, but it does! I'm not sure if it was actually the increase in power, the enhanced audio from the exhaust note, or a sharper calibration in the ECU – or indeed a combo of all of the above – that makes the

difference, and quite frankly I don't care which it is, the important thing is it does make a difference! And quite a notable difference at that too!

Anyone who has driven an MP215-equipped ST will tell you that the sheer grunt from low down in the rev range is mightily impressive – and with the MR230 none of this lost, but it does somehow manage to hang on to it for a bit longer! That initial surge tends to tail off in both the stock and MP215 cars, but the MR230 holds it for much longer, keeping you pinned back into the seat right up until the point you hit the rev limiter!



The MR230 kit takes the already-impressive MP215 upgrade to the next level

SPEC

1.6-litre EcoBoost, MR230 kit comprising high-flow air box with dual cold air feeds and high-flow panel filter, high-flow silicone induction hose, charge pipe upgrade kit, uprated alloy intercooler, high flow exhaust downpipe, 200-cell sports cat, twin-tip cat-back exhaust system, sport spring kit, roll restrictor, big brake kit upgrade, Fifteen52 TurboMac wheels, mountune lower spoiler, mountune side graphics

Power:
230PS, 340Nm



And that's where the biggest difference between the MR230 and MP215 kits can be found. To be totally honest of you're the kind of driver who likes to potter around for the majority of the time with just the occasional squirt on the loud pedal when the mood takes you, you will probably find it difficult to justify the extra cost – a not inconsiderable £1995 on top of the MP215 kit. However, if you're the kind of driver that views an empty stretch of road as a challenge, then you'll think it was worth every single penny.

This car was also fitted with mountune's brake upgrade too, and as a result the way this thing slows down is probably



The lowering springs and Fifteen52 wheels combine to give the ST some serious attitude

➤ more impressive than the way it accelerates! I've been lucky enough to pilot a fair few fast Fords in my time, many of which have been fitted with brake upgrades, but never have I experienced such gut-wrenching deceleration on a road car before.

One other thing to note is the suspension fitted to this car – a set of mountune's lowering springs. If the standard Fiesta ST has one fault it's that the ride is too harsh, which means we are in the odd situation where upgrading the suspension actually improves ride quality as well improves handling. This, of course, is a trait that isn't unique to the mountune springs, and other performance upgrades respond in a similar fashion, but you can't deny that coupled with the Fifteen52 TurboMac rims as fitted to this car, the stance is pretty much bang-on!

But it's far more than just a cosmetic upgrade. The improved ride really does help inspire confidence when you're thrashing it around the back roads – and with the MR230 kit installed you *will* be thrashing the car around any back roads you can find! The Fiesta ST is a great handling car as standard, and this just builds upon that.



Jamie certainly enjoyed his time behind the wheel!

So, would I buy the MR230 kit with my own money? Well, if I was buying the car for my wife than I'd say 'no' – as she would seldom drive it in such a way to see any benefit over the MP215 car. But if it was for me I'd be very, very tempted indeed... 📱

Contacts
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www.mountune.com

“SO, WOULD I BUY THE MR230 KIT? I'D BE VERY, VERY TEMPTED INDEED...”



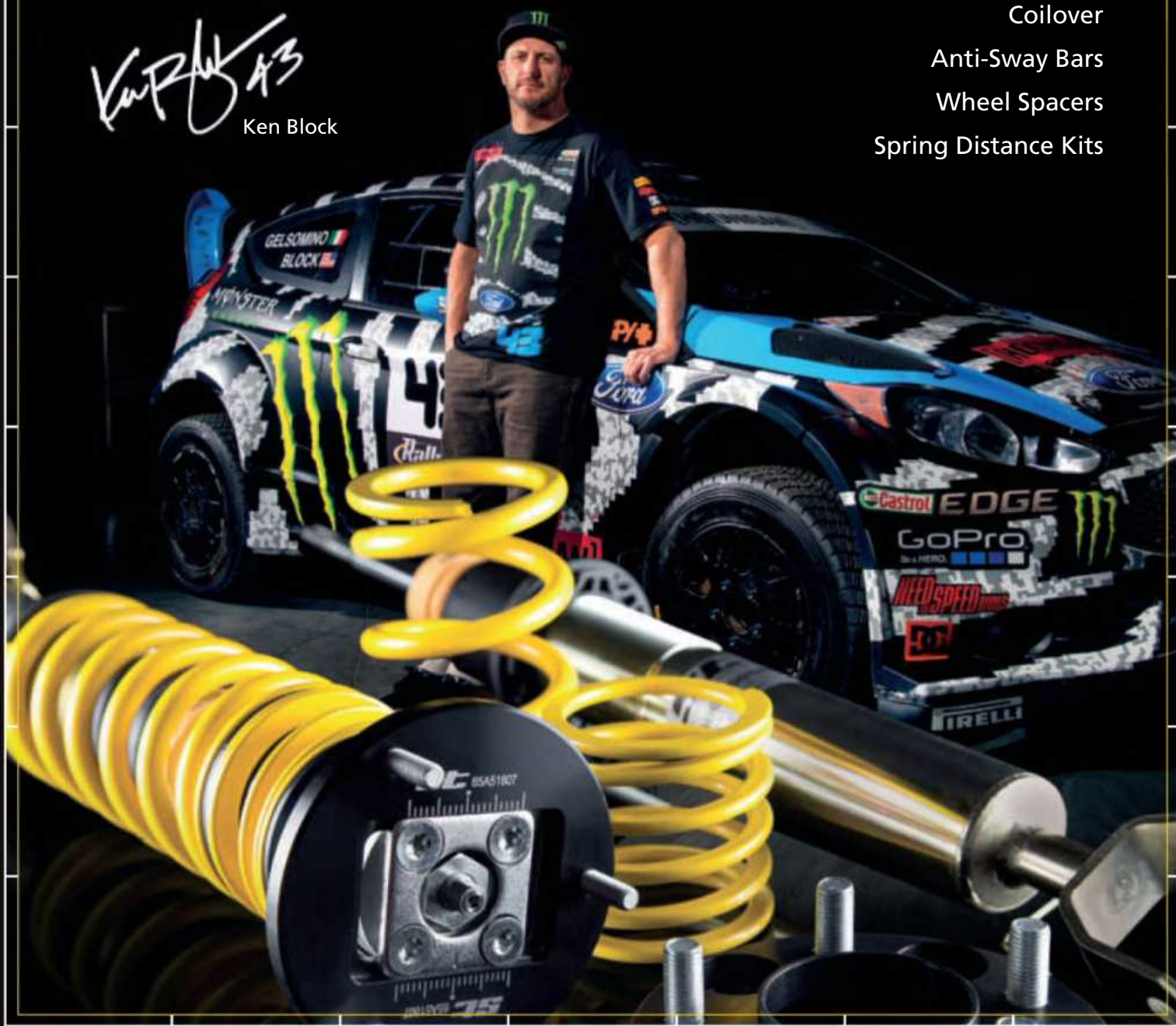


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Words: Dan Furr Photos: Michael Whitestone

SURPRISE PACKAGE

Ade Gauntlett's plan to re-shell his rotten XR4i has seen him create a **450bhp**, twin-turbo, Scorpio V6-powered three-door Sierra built around a new Ford Motorsport shell...





As you can probably tell by flicking through this particular issue of *Fast Ford*, we love Blue Ovals that are powered by engines that were never intended to sit beneath the bonnets of their host vehicles. The discovery of these Frankenstein-like Fords can be even more satisfying when the powerplants in question have been shoehorned into place with such a high level of skill and attention to detail that casual observers might be fooled into thinking that they were looking at a factory fit.

Brickie, Ade Gauntlett, is the owner of one such brilliantly-built 'hybrid'. "The project started with

an '83-plate XR4i that I intended to use as the base for a three-door RS Cosworth replica," he explains. "Unfortunately, I found a significant amount of rot on the car when I started poking and prodding. It was then that I decided to source a brand new Ford Motorsport shell and start from scratch," he says.

A brand new shell? But how?! Well, in the interests of fairness, we should point out that this was 1993, and Ford's stockpile of Sierra bodies hadn't yet been depleted. It was this fortunate fact that meant Ade was soon in possession of a brand new, lightweight, primer-covered three-door shell complete with doors,

vent-cut bonnet and tailgate.

"I painted the panels myself," he continues. "I wanted the car to be finished in the deepest jet black that I could lay my hands on, and I worked with my local paint shop in order to satisfy my desire for a colour that was free of any tint. Once the spray work was complete, I set about transferring the guts of the XR4i into the new shell, but a trip to the scrapie was needed so that I could cut the required metalwork out of discarded standard Sierras," he confirms, acknowledging his track-focused shell's lack of road-friendly equipment brackets.

An RS body kit, a matching interior and standard-issue





DRIVER SPEC

ADE GAUNTLETT

Age: 44

Job: Builder

First Ford: Mk1 Escort 1300GT

Favourite Ford: Lotus Cortina

Best mod: The engine

What's next: Finish the mapping and touch up the paintwork



“I decided to ditch the idea of a single turbo in favour of deploying twin Garrett GT2554Rs”



Extra gauges mounted in the centre console allow Ade to keep an eye on the V6's health

▶ Cossie wheels were soon joining the XR4i's 2.8-litre V6 engine and running gear. Ade enjoyed a few years of driving the car on sunny days, occasionally taking a break to tinker with his cherished Mk1 Escort. The purchase of a house, however, would see his automotive projects put on hold in an attempt to save the not-insignificant sum of cash needed to furnish his new pile.

"It became clear that I'd have to part with one of my motors," he sighs. "The Sierra was immaculate, and I'd just finished equipping it with a Sprintex supercharger. The Escort was lovely, but it was nowhere near as nice as the three-door. Even so, I wasn't happy about having to place a 'for sale' sign on the MK1's windscreen knowing that I was going to have to bid it farewell!" he admits.

Despite its conversion to forced induction and the fast-road fun that it was now capable of, the Sierra was covered in a dust sheet and left in the corner of Ade's garage for the next few years while he juggled a busy work schedule and jobs around his new home. Eventually, his bricks and

mortar reached the point that he had been aiming towards, leaving him with plenty of spare time to invest in resurrecting his fruity Ford.

"I decided to return the car to a bare shell before building it back up with overhauled, rebuilt or renewed parts throughout," he tells us. "I also fancied a change from the XR4i's V6. Friends with big-power Sapphire Cosworths were encouraging me to install a YB, but I'm a fan of the low-down torque generated by six cylinder engines. That said, they do have a tendency to lose poke in the higher rev range, which is why I bought the Sprintex kit. Nevertheless, I agreed with my mates insofar as Cossie power would represent a significant step forward from the nuts and bolts that had been propelling my car up until that point, although I strayed from the idea of fitting a YB by reasoning that the 2.9-litre 24-valve BOB as found in the Scorpio would be the ideal tool for the job if coupled with a turbocharger," he says.

Big power was never really a concern for Ade. Instead, he wanted a fast-yet-reliable Sierra that would deliver the

goods at all stages across its rev range. As if by magic, a low-compression, forged BOB engine package presented itself for sale, although if things look too good to be true, that's because they often are.

"After careful consideration, I decided to ditch the idea of a single turbo in favour of deploying twin Garrett GT2554Rs with custom intake pipework," confirms the 44-year-old from Watford. "The installation of the purchased BOB was a fairly straightforward affair, and I mated the Scorpio lump to a T5 gearbox by using a Ric Wood alloy bell housing. Fuel system parts were upgraded, and the flow of petrol to Siemens high-flow injectors was managed by an Emerald K6 standalone ECU and a base map. Shortly after successful completion of the mechanical work, I took the car to Emerald's Norfolk headquarters for mapping, but the new engine blew up on the rollers when subjected to a minor increase in boost. Much to my annoyance, the day had ended in complete disaster," he groans.

Stripping the damaged BOB apart when he got home, Ade discovered that its forged pistons hadn't been given anywhere enough clearance in their bores. Heat generated by the additional

boost had caused the forged parts to expand, resulting in irreversible damage to the surrounding block. Adding insult to injury, what was supposed to be a professionally polished and ported head proved itself to be nothing short of a bodge. It was time to start again.

"I was gutted, but my mate, Graham Clarkson, offered to help me build a custom BOB from scratch," smiles Ade. The resulting powerhouse of performance has had its displacement increased to three-litres thanks to oversized Arias Teflon coated forged pistons (that follow a bespoke design and were made specifically for Ade's Sierra). The engine also features Ford Racing under-piston oil squirters, Clevite bearings, steel rods, ARP fasteners and Vibra-Technics mounts.

BOA cylinder heads and timing apparatus from a donor Mk3 Granada sit atop the BOB's wire-rung block due to Ade's preference for the earlier V6's single duplex cam chain configuration, although both heads are decked out with BOB camshafts and an uprated valvetrain that makes use of components intended for use in a potent YB.

A custom intake system comprising K&N filters, a modified inlet manifold, a BOA throttle body, a



Pair of Garrett GT25 turbos do the trick!





That's one of the neatest 24v V6 installations we've seen!



TECH SPEC

V6 TWIN TURBO SIERRA

ENGINE

24-valve QOHC BOB wire-rung block, displacement increased to 3-litres, Arias custom Teflon and ceramic coated forged pistons, Ford Racing V8 under-piston oil jets with low pressure shutoff valve, steel connecting rods, ARP fasteners throughout, Clevis bearings, ladder girdle, Melling oil pump, lightened front pulley, air conditioning system deletion, Vibra-Technics Sapphire Cosworth 4x4 engine mounts fitted to XR4i crossmember, rebuilt and ported BOA cylinder heads, BOB camshafts, inlet camshaft sensor, adjustable cam pulleys, new timing guides and tensioner, modified timing cover, ARP YB head stud kit, YB bronze valve guides, Viton YB stem seals, custom Nimonic valves, new valve springs, modified inlet manifold, BOA throttle body, custom inlet elbow, K&N air filters, twin Garrett GT2554R turbochargers, custom turbo hangers, turbo blankets and bespoke heat shields, custom turbo oil feed pipework, Forge Motorsport actuators, custom hard pipes, Airtec RS500-style intercooler with twin slimline fans, dedicated turbo radiator, custom heat-wrapped tubular exhaust headers and downpipes, modified Mongoose 3-inch stainless steel exhaust system with twin 2.25-inch centre sections and 2.5-inch downpipes, Spec-R custom breather kit, modified thermostat housing, Emerald K6 ECU, custom braided wiring loom, modified fuel rail, Siemens 630cc fuel injectors, Fuelab fuel pressure regulator, Bosch 044 fuel pump, braided fuel lines, Sytec fuel filters, swirl pot, Roose Motorsport silicone hoses

POWER

450bhp (estimated)

TRANSMISSION

Rear-wheel drive, T5 manual gearbox, Ric Wood alloy V6-to-T5 bell housing, lightened flywheel, Alcon six-paddle

clutch, modified speedo output with XR4x4 cable, Vibra-Technics gearbox mount, Sierra RS Cosworth gearbox cradle and propshaft, rebuilt Toyota Supra 3.9 rear differential with MT Motorsport billet cover

SUSPENSION

Gaz Gold coilovers, rear helper springs, strengthened rear coilover mounting points, Sierra RS Cosworth steering rack, front hubs and rear anti-roll bar, rose-jointed drop links, adjustable front traction control arms, Sapphire RS Cosworth front anti-roll bar, six-degree rear beam, Spec-R front strut brace, rose-jointed rear strut brace, Powerflex 'Black Edition' bushes, powdercoated components throughout

BRAKES

AP Racing CP9040 six-piston front calipers with 362mm grooved discs, Sapphire RS Cosworth 4x4 rear calipers with MT Motorsport 320mm grooved discs, anodised black bells and brackets, Ferodo DS2500 pads, braided hoses

WHEELS & TYRES

8x18-inch Compomotive MO6 painted silver, anodised blue centre caps, long wheel studs, Toyota flat seat nuts, Falken FK452 (front) and Yokohama Parada Spec 2 (rear) 215/35/18 tyres

EXTERIOR

Re-shelled 1983 XR4i, bare metal respray in custom shade of solid black, new Ford Motorsport non-sunroof three-door shell, RS500 fog lamp grilles, X-Sport Kevlar front splitter, aero fuel filler cap

INTERIOR

Standard Sierra RS Cosworth interior, re-trimmed headlining, Racetech gauges (oil pressure, oil temperature, boost) in custom housing, twin AEM air/fuel ratio monitors, shift light, map selector switch, relays located behind RS dash panel

THANKS

Graham Clarkson for help with the engine build and the TIG work, Dave Howard, Ollie Burton, Gaz Ryder and Steve for getting me out and about



“It will be an animal when programmed to take full advantage of its forged V6 and twin turbochargers!”



18-inch Comp MOs are needed to fit over the huge 362mm AP brakes

custom inlet elbow, bespoke hard pipes, an Airtec RS500 intercooler, the aforementioned twin turbochargers and Roose Motorsport silicone hoses also make an appearance, as does a Mongoose three-inch stainless steel exhaust system with enlarged V6 centre sections and downpipes.

In addition to the T5 'box and its Ric Wood six-pot mating kit, transmission upgrades include an Alcon six-paddle clutch, a lightened flywheel and a Toyota Supra 3.9 rear differential with a custom billet cover. The high-on bulletproof Japanese machinery was deemed necessary due to the XR4i diff's inability to cope with the anticipated 450bhp that the car should be producing following another – hopefully more successful – day on Emerald's rollers.

With an increased number of ponies about to bolster this super Sierra with a mighty gallop, Ade decided to fit bigger brakes, although that also meant that he had to ditch his car's iconic multi-spokes. “The fifteen inchers just aren't big enough to house the six-piston AP Racing calipers and grooved 362mm discs that I've installed at the front of the car. Additionally, Sapphire Cosworth 4x4 calipers with

320mm discs sit at the back. I chose to replace the RS rims with 18-inch Compomotive MO6 alloys decorated with anodised blue centre caps and wrapped in fresh rubber,” he says.

The car's suspension has been rebuilt and strengthened with Gaz Gold coilovers, a six-degree rear beam, strut braces, ultra-firm Powerflex 'Black Series' bushes and rose-jointed components throughout – a clear indication that Ade intends to drive his black beauty hard and fast as soon as its new map is in place. “To be honest, the car is plenty quick enough on a base map with its rev limit capped at 5800rpm. I have no doubt that it will be an animal when programmed to take full advantage of its forged V6 and twin turbochargers!” he chuckles.

As far as forced induction and engine swaps go, this is one of the more unusual setups that we've reported on (even if Cosworth engineering and Sierras tend to go hand in hand!). The quality of finish that Ade has managed to achieve is nothing short of stunning, and the fact that his car has been built from an unused Ford Motorsport shell makes it all the more impressive. And who knows? Perhaps his work will inspire you to have a go at an engine transplant that is equally as remarkable?! Keep us posted! 📷



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Lei and Teeny, the Crail promo girls, were on hand for photos throughout the day



We head to Crail Raceway for the annual Blue Oval bash...

A firm favourite in the Scottish Ford calendar is the annual summer big Blue Oval day at Crail. It might seem a million miles away for our readers of a more southern persuasion, but give it a try – what have you got to lose apart from a couple of tanks of super unleaded and a few bottles of sun cream that you'll need to protect against the relentless coastal sun at the airfield site? Yes, even when it's chucking it down you'll still need protection to avoid the inevitable 'Crail face'!

On site is the only drag strip you'll find north of the border, a hilariously cheap to try drift track (only a fiver!), and of course the show and shine

area with many trophies to be won. This year the Fiesta crowd dominated the show with a staggering number lining up, and a fair few top-notch builds on display too. Modern Fiestas and the familiar five-pot Focus burble made up the majority of strip action, interspersed by a good few old school Escorts which actually took the top spots from the new school despite running much less power. You really can't knock RWD and a good power to weight ratio it seems!

Next year we want to see some Fords on the drift track, and some Cossies taking up the challenge on the strip though. We'll be there to get involved, so you should too!

Fiestas dominated the show!





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Sandy's retro-cool Escort Combi was simply unmissable!

SANDY DEGNAN ESCORT COMBI

These days it's more common to see the likes of a Mk4 Escort standard or tweaked with period styling, rather than back in the day when they were radically transformed with bodykits in the early 2000s. Sandy's Combi may not have an outrageous kit, but it does have a set of arch bursting Borbet As and a pretty wild paintjob in the unmissable

British Standard 'Golden Amber' colour. Mix this with an old school MFI RS Turbo conversion and it looks just like a creation from the glory days of the mid '90s modifying scene before things all went a bit wrong!

Next on the agenda is a set of Saph Cossie Recaros and there's even talk of a supercharged Zetec!

Words and Photos:
Ade Brannan



You've been warned...





Zakspeed kit makes for one tough-looking Mk2!



Shock horror! A Vauxhall motor in a Ford - cue the haters...

"RUNNING A SUPERB-SOUNDING TWIN 48 DCOE SETUP"



RICHARD MCLACHLAN ESCORT MK2

A Mk2 Escort might be the staple diet for our sister magazine, *Classic Ford*, but that doesn't mean we can't also squeeze a cheeky one in here and there! Richard started off even more old school with a fully Castrol-liveried Mk1 running a Pinto, but the chance of a good shell complete with full roll cage became the base of this project. The next big part of the project came from another Mk2 that he also owned. This one

being a LHD model, which kindly donated its race-ready Vauxhall 'Redtop' motor - which was running a superb-sounding twin 48 DCOE setup! Giving the Mk2 its imposing look is a full Zakspeed kit, and getting the best out of the engine is a modern mappable MBE ignition system.

Now that the Escort is fully sorted Richard's plans are simply to get it out and about to as many shows as possible!

FORD DAY AT CRAIL





The showground was packed with a variety of fast Fords



That's a mean front end!



RYAN O'DONOGHUE MK7 FIESTA

Even in daylight it was hard not to notice the ever-changing rainbow of Ryan's custom built lights by Dumbarton-based operation 'Headlight Retro Fits'. £500 to modify your headlights may be in another league from the usual £20 Ebay HID conversions, but the result is totally unique, and as we saw quite a show stopper when done well. Ryan's even have a wireless remote to adjust the light pattern!

It's not all about the lights though, there's also a subtle kit, spoiler raises and a sorted stance finished off with a stunning concave set of XXR alloys.



We reckon Ford missed a trick by not building a genuine S1 RS Estate!



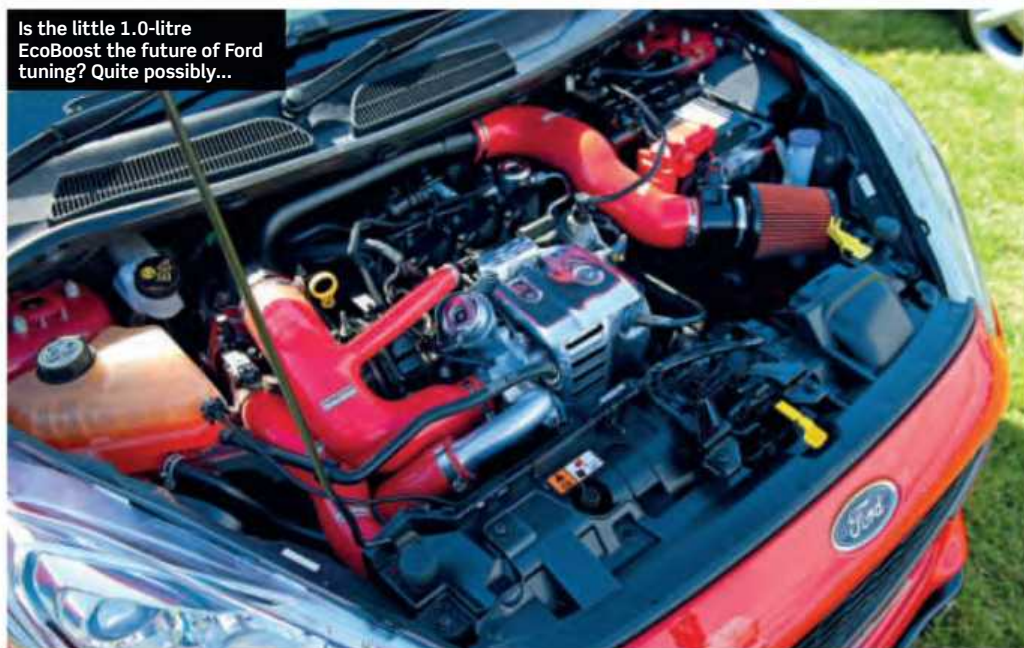
JOHN SCOTT MK7 FIESTA

John's little 1.0-litre EcoBoost Fiesta is like an exercise in showing how simple it can be to bring out the best in a very familiar shape. A healthy drop on bargain Prosport coilovers mixed with a staggered set of classic Schmidt Modern Lines in 7.5x16in/9x16in turn a shopping car into something more like a designer's concept dream. The stretched 195/45s and 215/40s might have had some of the old school Ford fans baffled, but that's a pretty regular sight in the modern Fiesta crowd!

In the 'go' department John has got to work by adding a de-cat turbo-back exhaust system for improved flow, and boost is taken care of by a Pumaspeed hose kit and Airtec alloy intercooler. The result after a remap was a very healthy 160bhp. Next up is a turning point in the car's style, which may see either a leather retrim or the interior stripped and fitted with buckets!



Is the little 1.0-litre EcoBoost the future of Ford tuning? Quite possibly...



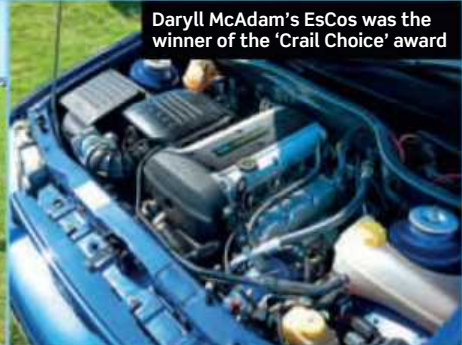
AWARDS

- 1 Best Overall – Robert Shaw, Sierra Cosworth
 - 2 Best Modified – Grant Butler, Focus RS
 - 3 Best Standard – Martin Moran, Escort Cosworth
 - 4 Best Overall Classic – Barry Lynch, Pop
 - 5 Best Modified Classic Ford – Richard McLachlan, Mk2 Escort
 - 6 Best Standard Classic Ford – Joe Diamond, Escort RS1600i
 - 7 Crail's Choice – Daryll McAdam, Escort Cosworth
- Fastest FWD – Hayley Craig, Focus RS
Fastest RWD – John Curran, Escort Mk2
Fastest Classic Ford – Peter Melvin, Escort Mk1

Robert Shaw's stunning Sierra Cosworth won the 'Best Overall' award



Grant Butler's Mk2 Focus RS took 'Best Modified' honours



Daryll McAdam's EsCos was the winner of the 'Crail Choice' award



TOP TEN ¼ MILE TIMES

J CURRAN	ESCORT Mk2	13.07@109.5 mph
PETER MELVIN	ESCORT Mk1	13.36@101.1 mph
HAYLEY CRAIG	FOCUS RS	3.23@116.9 mph
GARY TRAYNOR	FOCUS RS	13.56@112.8 mph
JOHN REED	ESCORT MK3	13.69@105.9 mph
S WOOLLEY	ESCORT RS	13.77@107.4 mph
G HOFFMANN	FOCUS RS	13.78@112.5 mph
C MURRAY	FOCUS WRC	13.8@111.1 mph
STEVEN LEWIS	FIESTA	13.88@101.6 mph
IAIN PARK	FOCUS RS	13.9@110.6 mph



Tha familiar Focus five-pot burble filled the air around the drag strip!



FORD DAY AT CRAIL



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The metamorphosis of caterpillar to butterfly has to be up there as one of the most impressive transformations in nature. To go from a heavy, slow and ugly eating-machine to a lithe, nimble and beautiful aerial acrobat takes some serious modifications on a genetic level. As modifying and tuning fanatics, we all strive to complete similar transformations of our own, just on an automotive level with our cars. But while many achieve a decent increase over standard power combined with a basic improvement in aesthetics, few can boast such a dramatic change as that which has occurred under the bonnet of this Fiesta Zetec S. It may not look like it from the subtle and stylish exterior, but Mark's pampered pride and joy is packing over four times more than the 101bhp stock power figure. To be precise, a gargantuan 410bhp has been crammed into the Fiesta's pokey engine bay, and makes Dr.

Jekyll's transformation into Mr. Hyde look like little more than a bad hair day.

"The power is just insane!" enthuses the Fiesta's owner, Mark Pigott. "It revs like a bike engine and from 3500rpm it literally takes off and just keeps on pulling until you're bouncing off the rev limiter at 7200rpm as the needle beats you to the shift!"

However, as impressive as the power is at full chat, it's the way that the car drives at low speed that amazes Mark the most.

"It's just like a standard car below 3500rpm, and





FIESTA ZETEC S

HIT FOR AREA SIX

With a **410bhp** Area Six-built Zetec Turbo under the bonnet, Mark Pigott's Fiesta Zetec S has been transformed from daily commuter to turbo'd tarmac terrorist

Words and Photos: Dan Sherwood

drives beautifully, which is something that many big power cars struggle with, and means that the car can be used as a daily driver on the shopping run to Tesco's when needed, but will still try and pull your face off when you want to have some fun."

But if all this sounds too good to be true, and quadrupling the power of your car is no mean feat by any standards, we have to inform you that this is a process that has not happened overnight. In fact, Mark has owned the Fiesta for 11 years, since 2004 to be precise, and the journey to monster power has been a long and arduous one, which has seen Mark himself change from a nervous mechanical virgin into a spanner-wielding fiend only too willing and able to take on anything that his raucous ride can throw at him.

"I bought the car as a standard Zetec S when I finished university and got a job working at Rolls Royce refurbishing aircraft engines," says the 34-year-old mechanical engineer. "I'd always been into Fords and the Fiesta was a good mix of price, looks and performance. I didn't originally intend on tuning it at all... until I started reading *Fast Ford* that is!"

That's right. It was this very tome that got Mark's juices flowing and started him on the slippery slope called tuning. Don't worry Mark, you're not alone – it happens to the best of us!

"I'd seen some really cool Zetec S builds in the magazine and it inspired me to do something similar," Mark recalls. "So I started the ball rolling with some cheap GMaxx shocks and springs, some Sparco strut braces, a set of OZ Superleggera wheels and a subtle bodykit."

Not daring to get his own hands dirty at the time, Mark sought out a specialist to do the work for him and came across Pumabuild in the Midlands. Being experienced in making countless Fords faster, Mark was pleasantly surprised that Pumabuild's prices were still affordable and much of the early work on the car was carried out by the Birmingham-based firm.

"The guys at Pumabuild were great and gave me loads of advice to steer me in the right direction with the build," says Mark. "They also fitted my first performance mods, a Pipercross induction kit and Piper backbox." But it wasn't until after reading another article in *Fast Ford* about a turbocharged Zetec S, built by Ian Howell of Area Six, that the real tuning work began.

"That article made me want

a turbo so bad," Mark laughs. "So I called up Ian and had a chat through my options. Area Six seemed to have a small but very satisfied client base, all of whom had cars known for various creditable achievements within the Ford scene, so I was confident that my car was in safe hands. For the budget I had, Ian recommended either a safe 250bhp option, or a 300bhp option that would likely kill the stock gearbox. Obviously, being new to all this, all I cared about was that magic number and decided to risk the gearbox and plumped for the 300bhp option."

The route to the triple tonne power figure was via a 2.0-litre Zetec block complete with forged CP pistons and Eagle Precision Engineering rods with ARP rod bolts, a Mondeo 1.8-litre inlet, an Escort RS Turbo exhaust manifold and Garrett T34 turbo from an Escort Cosworth. An ECU from a Fiesta RS turbo was then bought into service to take charge of management duties.

"While Ian was building the new engine, I decided to uprated the suspension and brakes so they could cope with the increase in power," says Mark. "A set of KW Variant



"I didn't originally intend on tuning it at all... until I started reading *Fast Ford* that is!"





Sparco buckets keep Mark held in place when he plants his right foot!



DRIVER SPEC

MARK PIGOTT

Age: 34

Lives: Redditch

First Ford: Mk2 Escort 1.3L

Favourite Ford: This one! Although I wouldn't mind an Escort RS Cosworth



MTX75 'box from a Mk1 Focus RS ensures the ZS can handle the increased power



The Zetec Turbo conversion is so tidy it looks like a factory fit



3 coilovers replaced the GMaxx setup while an ST170 rear disc conversion and Hi-Spec 300mm discs and four-pots beefed up the stoppers."

Mark also wisely fitted a Quaife ATB limited slip differential to help transfer the power to the black-stuff without drama.

Six months after dropping the car off, Mark had the Fiesta back and the new engine setup was impressing him with its potency – he knew it was money well spent.

Unfortunately, as predicted, after just three months the stock gearbox gave up the ghost. After all, even at this stage, it was trying to cope with over three times the power it was designed to.

"When the gearbox blew I decided it was about time for me to start doing work on the car myself," laughs Mark. "Not only would it save me money, but I'd learn more about the car and reasoned that doing the work

yourself is half the fun with a car like this, so I got stuck in!"

It was a steep learning curve for Mark, but he eventually removed the busted 'box and sent it off to be fixed before reinstalling the refurbished unit a few weeks later.

"With the new 'box back in, I could start to really enjoy the car and used and abused it in this state of tune for the next two years," explains the Redditch-based Ford fan. "But ultimately, although the car was ballistic at full throttle and pulled hard and smooth, it was lumpy and hesitant at low revs which made normal driving a chore, an issue I put down to the Fiesta RS Turbo ECU which was really out of its depth at this point. Also, I was always waiting for another gearbox problem to rear its head, so that's when I decided it was time to take things to the next level..."

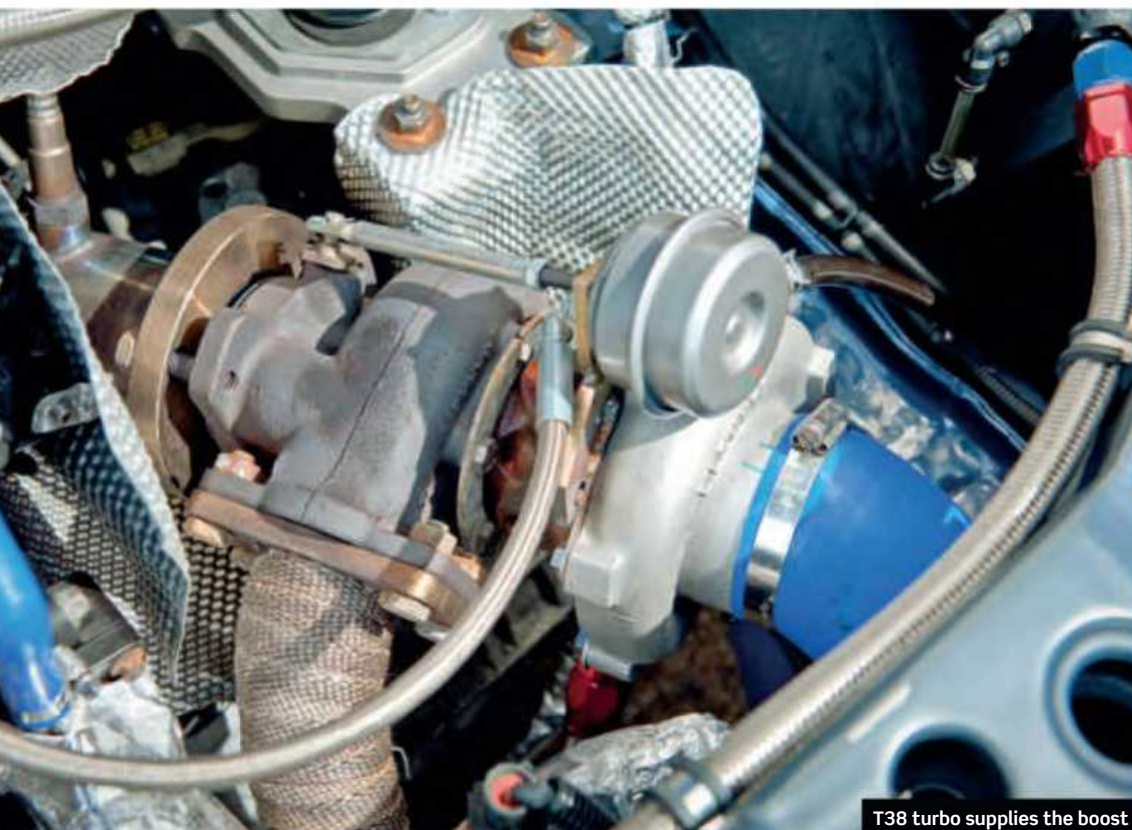
Mark's first task was to strengthen the transmission,

which he accomplished by installing a Mk1 Focus RS gearbox, linkage and shifter, sourced from a breakers yard in Birmingham, along with an AP Racing six-paddle clutch.

"By this time I was much more proficient with the tools and associated graft so was much better equipped to take on the gearbox conversion myself and spend the money I'd be saving on another more potent powerplant," he explains. "I started by mocking up the engine bay. The Focus 'box is a lot bigger than the factory Fiesta unit, so I first had to chop out the inner chassis rail to physically get the engine and box in. I then boxed it in to retain the strength and welded in an upper gearbox mount to hang it from."

Once he had it hanging in the correct place, Mark fabricated a torque mount and welded it to the lower subframe and then installed the full





T38 turbo supplies the boost

TECH SPEC

FIESTA ZETEC S

ENGINE

2.0-litre, 4-cyl, 16v Silver Top Zetec engine fully rebuilt with forged CP pistons and Eagle Precision Engineering rods with ARP rod bolts, head reworked to Area Six specification with Area Six-spec Kent cams, Area Six custom inlet and exhaust manifolds, 625cc injectors, Bosch 044 fuel pump and Walbro 048 in-tank fuel pump, ARF fuel swirl pot, Garrett T38 hybrid turbo, custom stainless steel 3in turbo-back downpipe and exhaust system, Pectel T2 ECU and APEXi AVC-R boost controller

TRANSMISSION

Mk1 Focus RS MTX75 gearbox with factory Quaife ATB limited slip differential, Mk1 Focus RS AP Racing 6-paddle clutch

SUSPENSION

KW Variant 3 fully adjustable coilovers, ARF front upper and lower strut braces, Vibratronics race mounts

BRAKES

Hi-Spec Motorsport billet 4-pot calipers with 300mm grooved discs and Ferodo DS2500 pads (front), Focus ST170 calipers with Red Dot 270mm grooved discs and Ferodo DS2500 pads (rear)

WHEELS & TYRES

7x16in Oz Superleggeras, 205/40/16 Yokohama Parada Spec 2 tyres

EXTERIOR

Front and rear splitters, side skirts, smoked lights, Sierra Sapphire Cosworth bonnet vents

INTERIOR

Stripped interior with ARF 6-point weld-in rollcage with A and B pillar supports, Sparco Evo bucket seats, Willans 4-point harnesses, Sabelt steering wheel, flocked dash, Autometer gauges and Innovate Motorsport wideband lambda sensor, FIA switch, Ford push-button starter

THANKS

Ian Howell of Area Six for specking and building the engine, SCS for mapping ARF for the rollcage and welding, my wife for running the house while I spend many hours in the garage!



ARF roll cage adds rigidity to the stripped-out shell



Fuel system is mounted in the rear...



...as is the relocated battery

FIESTA ZETEC S

range of Vibratechnics race mounts.

"I then had some custom driveshafts machined from Dave Mac Propshafts in Coventry to mate with the Focus RS 'box and my fiesta hubs," Mark says. "When the new shafts arrived and were installed, everything was ready to go. All I needed now was more power."

Talking to Ian at Area Six again, Mark told him the good news concerning the beefier 'box and talked through some ideas and specific preferences. They agreed upon a motor capable of 350bhp-plus with a view to 400bhp being easily achievable later on as the build progressed.

So once again the car went off to Area Six and Mark was left waiting for the call to say the work was completed.

When the phone did ring, some six months later, the result was definitely worth the wait.

"Ian had carried out extensive headwork and fitted a set of Area Six-spec Kent cams, Area Six custom inlet and exhaust manifolds, a Garrett T38 hybrid turbo and a custom stainless steel

3in turbo-back downpipe and exhaust system all ran by a Pectel T2 ECU mapped by Harvey Gibbs at SCS," explains Mark. "Along with the uprated fuel system and pumps that I'd installed before taking the car to Ian, the result of the dyno session returned an astonishing 410bhp at 24psi!"

And it is in this level of spec that Mark still runs the car to this very day. Aside from tidying up the interior to get it to the same level as the immaculate engine bay with an ARF six-point weld-in rollcage, Sparco Evo bucket seats with Willans 4-point harnesses, a Sabelt steering wheel and motorsport-inspired flocked dash, Mark hasn't felt the need to chase even greater levels of power, as the package is just so perfect as it is even two years on from its original installation.

"I've done lots of drag racing at Santa Pod and love taking it for blasts on the road at the weekends, as it still puts a massive smile on my face every time I get in the driver's seat," Mark says with a grin. "Although I reckon I've got used to the power now and am about ready for



Hi-Spec 300mm discs and four-pots are in charge of stopping duties

another upgrade!"

But rather than mess with what is already a proven powerhouse of an engine package, Mark is wisely considering other ways to improve performance, namely removing weight with a host of carbon fibre panels and lightweight Lexan windows.

"I don't suppose it will ever be truly finished," he smiles. "As I now enjoy working on it as much as a do driving it, so I'll probably continue to tinker and improve parts just for fun as and when

I get bored. I'm also keen to try my hand at track driving, so that would open up a whole new world of tweaks as I try and reduce my lap times. I can't wait!"

So even after achieving what is a pretty remarkable transformation from mild to wild, it seems that the Fiesta's metamorphosis is still far from complete. What it will have turned into in another 11 years of Mark's ownership is anyone's guess, but needless to say, we can't wait to find out! 📷

"It still puts a massive smile on my face every time I get in the driver's seat"





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21 st Nov	Donington Park (GP)	£189
22 nd Nov	Donington Park (National)	£189
27 th Nov	Oulton Park	£99
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29 th Nov	Anglesey (GP & Coastal)	£129
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DAN SIERRA COSWORTH



JAMIE MONDEO ST220



SIMON FIESTA MK6



New Sierra chassis legs have been fitted



The front driveshaft arches have been replaced with new metal



Sierra wing tails have been trimmed to accept Mk3 Escort outer wings



WENNY/MK3 ESCORT

FRESH METAL

The infamous Mk3 is treated to some replacement steel...



The rebuild is gathering pace now – last month you'd have seen how we chopped out all of the damaged metal, and a few rusty bits that had

started to creep in over the years, in anticipation of the fresh, new, straight metal going back. Well, this month we've been able to start putting steel back! Yippee!

As the Escort uses Sierra inner wings and chassis legs we needed to find suitable donor parts. Once found, these were then carefully unpicked and cleaned up before being treated to a few coats of Red Oxide to prevent the bare metal from corroding. The same process was repeated for the strut tops too.

At the same time the mounting points for the front anti-roll bar – the bits that fit inside the chassis legs – were fully refurbished, complete with

brand new captive nuts.

With that sorted we were able to start offering the new metal up to the car. The chassis legs were offered up first for a trial fit. A simple nut and bolt held them in the right place while we could then offer up the inner wing sections too. Next, the Sierra wing tails were trimmed to accept the Mk3 Escort wings, before an old Sierra 4x4 engine cradle was trial fitted to make sure everything was where it should be.

When we were happy that everything fitted and lined up correctly K was able to weld it all in place before cleaning everything back to give a factory-looking finish. At the same time we made a few repairs – the scuttle panel needed some rust removing, and the front driveshaft arches in the chassis legs were replaced with new ones.

As I said from the start, this rebuild is going to be a lot more than

a simple repair job, and one job I really want to do is make the front end removable. So we're looking into ways of making the wings, crossmember and front panel all bolt-on pieces.

I've also been busy sourcing replacement parts this month too. The car's main sponsor, Airtec, will once again be supplying all the cooling products (intercooler, radiator, fans, turbo cooler, and water hoses), Will Pedley is researching which new ECU to go with, and Raj at Autoflock is ready to make up another carbon fibre bonnet!

"THIS REBUILD IS FAR FROM A SIMPLE REPAIR JOB"
WENNY

THANKS

Airtec
www.airtec-cooling.co.uk
Will Pedley Racing
www.willpedleyracing.com
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www.autoflock.co.uk



ADE SAPPHIRE COSWORTH



MOTORBASE FOCUS BTCC



WENNY ESCORT MK3

THIS MONTH

WENNY'S ESCORT P50
SIMON'S FIESTA..... P51
MOTORBASE'S BTCC
FOCUSES..... P52
ADE'S SAPPHIRE COS.... P54
DAN'S SIERRA COSSIE.. P55

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The big day is here, as Simon and the Fiesta tackle their first rally...



So, after all the preparations over the last few months, the big day was here... It was time for my first rally in the car. I had selected

my local motor club's event, the Grand Pier stages in Weston Super Mare. The event is a 'multi-venue stage rally', which means there are multiple stages in different venues.

The format of the rally is two stages on the Saturday evening, along the promenade in Weston, followed by three different stages throughout the Sunday. This includes runs down the fearsome Weston Super Mare toll road! If you don't know it, think trees on one side of the road, and a cliff on the other. Gulp!

First stop on Saturday afternoon was 'scrutineering'. This is where the cars have their final safety checks prior to starting. Myself and Dave, my co-driver, then headed over to the

seafront where all the cars were on display for the public to have a look at, and chat to the crews. The nerves really started to kick in while we waited, so it came as a relief when our time arrived and we headed off to Stage 1. A large crowd had gathered to watch, so I gave it my all, and produced a time 3 or 4 seconds quicker than others in my class. We also had a whale of a time, and got rid of the nerves. On the second run I pushed even harder, and while I had more fun,

the time didn't improve, when everyone else's did. No time to reflect on the performance as it was time to head home and try and sleep off the adrenaline!

The next morning I was up bright and early to meet Dave at the service park. We had time for a quick check of the car, and then off to Stage 3 – which was our first run down the toll road. As the lights went out the nerves again disappeared. The first run went well, and then we were straight on to the next stage – through a farm yard. There was a slight smell of manure, and contrary to what you might be thinking, it wasn't coming from inside the car! It was incredibly slippery, and anyone watching would assume it was a drift event rather than a rally stage! I was happy to get through it without a spin.

The last of the stages was over at the defunct Weston airfield.

This was quite a quick run down the runway with a chicane and a couple of hand brake turns.

Lots of fun! It was then back to the town centre, to the service area for a quick check over. Everything

appeared ok, so we headed out for the second pass over the three stages – for more of the same, only quicker!

Unfortunately, this is where it all went horribly wrong... There were two chicanes on the toll road stage, and coming out of the first one the car pulled to the left. At first I thought we had a puncture, but coming out of the second chicane we lost all drive. It was clear that something had broken.

If only we could get out of the stage we could repair in the service park, however we ground to a halt within sight of the finish line! We jumped out and started to push the car toward the line, but with a live stage and other competing cars on the road, a Marshall decided it wasn't safe and told us to stop!

We watched the other cars go through the stage from the side of the road, while pondering what had broken. It turns out an outer drive shaft had (spectacularly) failed, and because of this we had lost all drive. What was it I said about diffs and driveshafts in issue 357?! This was not how I hoped to finish the event, but there is always next time...

"WHAT DID I SAY ABOUT DIFFS?"
SIMON

The Fiesta was going strong through the stages...



...until a bust driveshaft ended it all



Mat Jackson was on fire during the last two rounds of the year, winning 3 races!



Winner!



The whole team are rightly proud of recent achievements



MOTORBASE / FOCUS BTCC

TOTAL DOMINATION

The Motorbase Focuses dominated the final two rounds of the BTCC at Silverstone and Brands Hatch...

Photos: PSP Images



Having got the monkey off our back last time out at Rockingham securing that race win we'd all been hoping for, we headed to Silverstone full of confidence for the penultimate weekend of BTCC action. And when Mat Jackson smashed the previous lap record during qualifying, the number 4 Focus would start Race One on pole position for the second time in a row! And Mat repeated

the dominating drive he displayed at Rockingham too, leading the race from start to finish to earn the team another outright victory!

Mat even managed to set the fastest lap too, securing his second pole position start of the day for Race Two. Teammate James Cole also took advantage of the new rules, and despite having a hard-fought race in the middle of the pack managed to post a lap time fast enough to earn a 7th place start in Race Two.

Mat made a fantastic start, but with the success ballast on board soon found himself swamped by the chasing pack. Andy Priaulx's lighter BMW snatched the lead but Mat

continued to push hard until disaster struck and he picked up a puncture – ending his podium challenge.

Meanwhile James enjoyed a fair few battles of his own, and eventually brought the number 44 Focus home in P10. And when the reverse grid draw saw James selected to start in pole for Race 3 another milestone was reached – the first time the team had started all three BTCC races from pole position!

Unfortunately James was beaten off the line by the fast-starting BMWs but he bravely held on to a top four position during the opening laps – until a hefty punt from Jason Plato's VW forced the Focus back through

the order. James recovered well and managed to hold on to a career-best P9 finish. Mat meanwhile, produced another of his now-trademark comeback drives. Starting in P23 he drove arguably the best race of the weekend to finish P7, earning yet more points for the team.

After the excitement of Silverstone we headed to the season finale at our home track, Brands Hatch. Once again, Mat's number 4 Focus dominated qualifying and he earned his third straight pole position start! Despite the intervention of the Safety Car eliminating the lead he had built up, Mat was able to hold on and bring the car home for another outright race win in front of our home crowds!

Race Two would prove more challenging with the introduction of maximum ballast and the requirement to run the softer tyre, but Mat once again drove excellently and held off challenges to claim his second race win of the day! Meanwhile James Cole enjoyed a brace of good races, and a pair of strong P12 finishes.

The third and final race of the day,



**"WHAT AN
END TO THE
SEASON!"
MOTORBASE**



and indeed the 2015 season, was always going to be a chaotic affair with the Championship still up for grabs. Unfortunately we weren't part of this battle, so both Motorbase drivers were able to get their heads down and get on with their own races. Contact saw James suffer steering damage early on, and a P18 finish was the best he could hope for with a damaged car. But Mat, starting from P7, soon found himself in fourth place after a lightning-fast start. In the following laps, in between several Safety Car periods, Mat battled his way into second place – after a sensational move around the outside of both Matt Neale's Honda and Jack Goff's MG heading into Clearways!

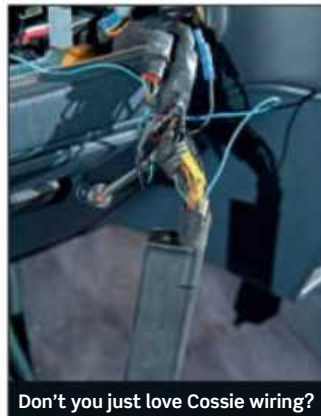
Bringing the car home in P2 rounded off a near-perfect weekend for the team! We've already got one eye on some planned updates for next year's car and hope to be genuine Championship challengers in 2016. But for now we're just going to reflect on what has been a truly amazing couple of weekends of racing! Well done team!

Things are looking good for the team as the sun sets on the 2015 season...



FAST FLEET

No, Ade's not running a twin-spark system, that's merely a mirror in the background....



Don't you just love Cossie wiring?



ADE/SAPH COSSIE

ROAD TRIP

SPEC MSD live map ■ Wasted Spark, closed loop L8 & grey injectors ■ Autodynamix loom ■ T38 turbo
■ Gizzmo electronic boost controller ■ Gaz Gold Coilovers ■ Welded diff ■ Irmiler Racing Wheels

Ade takes the Saph on an epic road trip to Torquay to complete the 'run-in' of his fresh engine...



It might not be mapped yet, but that hasn't stopped me making full use of the Cossie and its fresh new engine! The recommended

running in mileage by MJ Racing was easily passed by travelling to a mate's wedding down south, then going on the annual trip to the Retro Rides Gathering at Shelsley Walsh Hillclimb. In previous years I've taken my '1 of 3 left in the UK' stanced Chrysler Horizon which fits in perfectly (and has even won a couple of the tiny selection of coveted awards!), but this year the Cossie was available, so it was due a weekend of being a show queen instead.

In amongst the hundreds of awesome cars attending the Ford scene is comparatively small, but it never ceased to amaze me the lack of knowledge that some passers-by had. "Is that a real one?", "No, Cosworths have recessed headlights" for example was just one bafflingly-odd overheard conversation! Maybe this happens at all shows? Who knows? But overall the car (and especially the Irmiler split rims) got a lot of love from

the majority, even from those who weren't so clued up on their Fords!

Directly next on the agenda was a trip as far south as it's possible to go before getting wet, Torquay! Why? Well James who used to work at MSD has recently set up his own garage 'Autodynamix' in his home town where he's specialising in various tasks ideal to a Ford (and especially Cossie) owner. Most can be still done by MSD of course, and even the reason why I visited can too, as this was to get one of his bespoke looms, which are still sold via mail order both direct from Autodynamix and through MSD. But I'm not scared of a roadtrip, and there's nobody better to fit the loom than the man who made it! Also an experienced eye going over the car could well find extra issues too.

Starting off James got to work on upgrading the L8 Weber Marelli ECU to run wasted spark by way of installing a baby board and adapting various points on circuit boards. What I've often heard described as a simple job sure looked a very technical and intricate one as I looked on!

When this was complete the car's shonky 27 year old loom was extracted from the bay and interior. James was actually quite surprised that the car had made the trip given

just how bad a state the loom was in! Wires caked in oil, insulation mostly all fallen off, plus splits and old repairs throughout do not make for the easy and smooth transfer of electrical signals! As expected James also found that the car's pump rewired had been done in a comically poorly fashion with second hand household wire, and a wiring layout which didn't even make sense, let alone aid performance! It might have been funny to rip out on the day, but I wouldn't have been laughing if it had been the cause of a melted piston!

The quality and importance of the engine's electrics in a Cosworth is so crucial that we'll be running a full feature on this very soon – Cossie owners keep an eye out, you will want to read this!

THANKS

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The Saph made it to Retro Rides



**"I HATE
WIRING!"
ADE**



Nice new loom is so much prettier than the crusty old standard one



New turbo has done the trick!

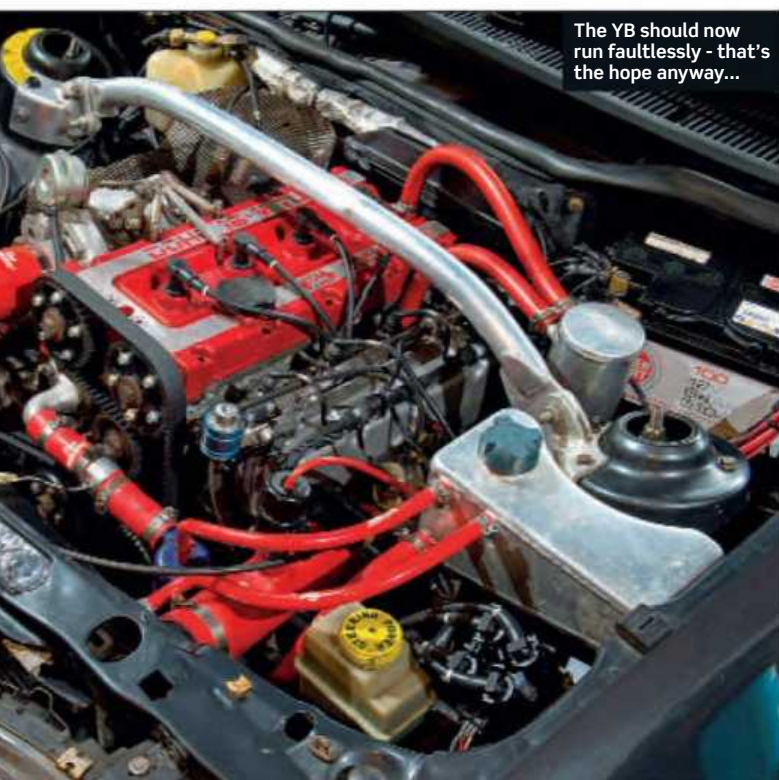


"THE TURBO IS FINALLY FIXED!"
DAN

DAN/SIERRA COSSIE

STOP SMOKING

SPEC Stage 3 YBB (205 block) ■ RS500 intercooler ■ Gaz coilovers ■ RS500-style splitter ■ Comp MOS ■ Hose Technik hoses ■ Powerflex bushes



The YB should now run faultlessly - that's the hope anyway...

The T34 is back from a rebuild, and the Cossie has stopped smoking!



Cosworth reliability. Words that go together like Volkswagen low-emissions. Or VW reliability, for that matter.

And, although I can't really

blame a 29-year-old Sierra for playing up (or even blowing up), it's been pretty frustrating to miss the end of this year's show season thanks to a knackered turbo.

Last month I reported on sending my tired T34 to a specialist, where it was heavily damaged (it appeared to have been dropped) and I was asked to pay for a new compressor housing. After a bit of heavy discussion, the bill was settled at £408, and I got the turbo back with a dented actuator. And the car was still smoking like a Golf TDI.

Since then, the turbo has returned from a warranty repair,

wearing a replacement -34 actuator and a new bearing housing, along with a step-gap turbine end piston ring. Good stuff – and ideal until I can justify a GTX2871R. Much of the smoking has been cured, resulting in just the odd whiff on the overrun. I'll have to see how it goes.

Or rather I will, when I've fixed a couple of emerging faults: the engine management light reckons I need a new crank sensor, and the cooling fans have decided to stop running. Typical Cossie wiring!

On the positive side, I've treated the Sierra to a pair of number plates in the proper pre-2001 font, complete with Endeavour Ford logo – the original supplying dealer back in 1987. Not a major upgrade, I admit, but at least I'll not turn up to any more events with masking tape holding the front plate in place...

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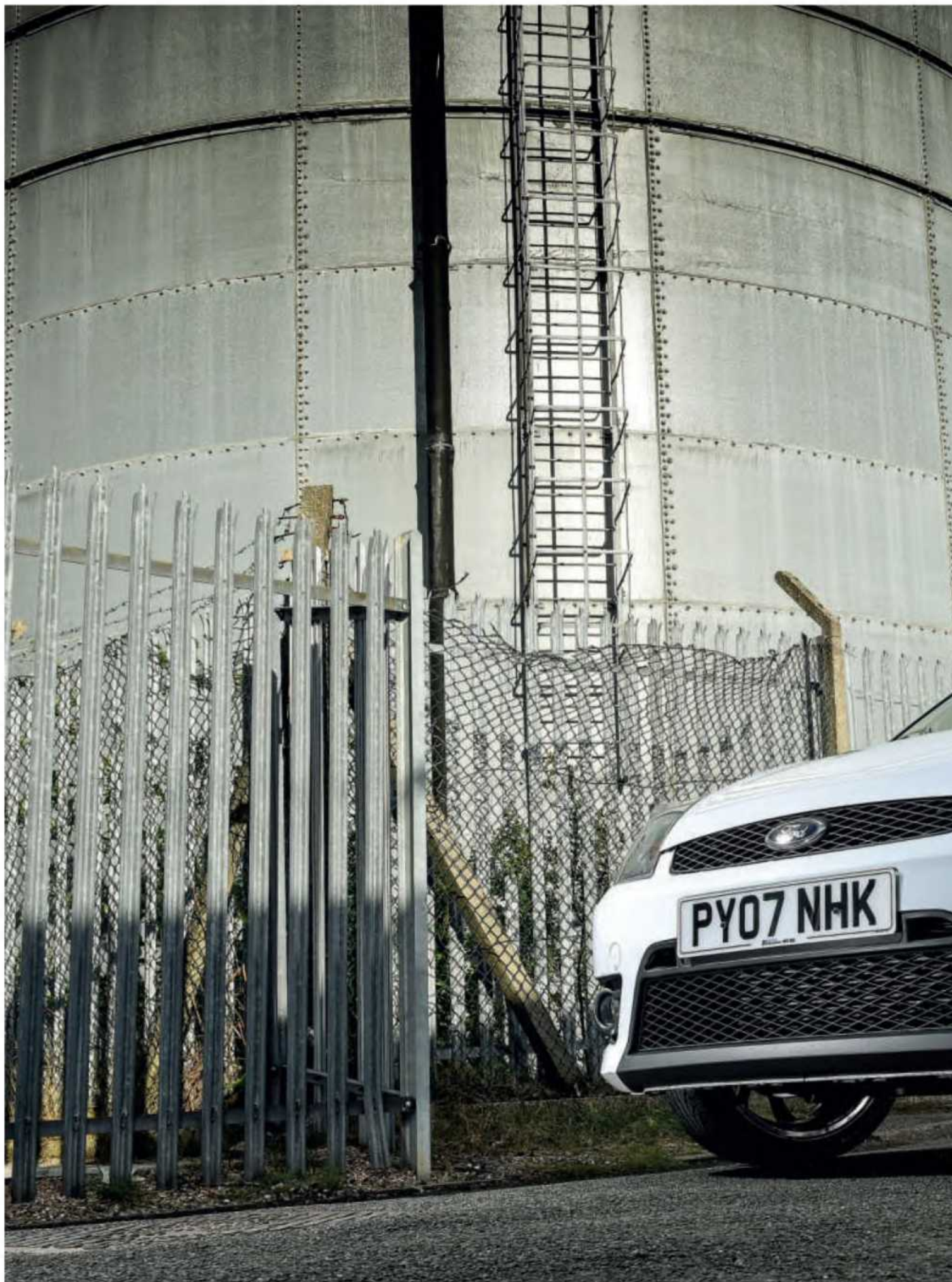
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Words: Dan Furr Photos: Chris Wallbank

VAN-TASTIC

Pete Lancaster has transformed a tired Mk6 Fiesta van into a **345bhp**, ST-kitted, four-wheel drive, Cosworth YB-powered road rocket...

Every now and again, we hear about a determined *Fast Ford* reader who has been toiling away in their garage in an attempt to turn their trusty workhorse into something that will give even the most potent of hot hatches food for thought. Often, the selection of vehicle is through necessity rather than choice, where work or family commitments dictate the need for practicality in spite of a

desire for something fast and fruity.

That said, few go to the lengths that Yorkshireman, Pete Lancaster, did when he transformed a 1.4-litre diesel Mk6 Fiesta van into a four-wheel drive Cosworth-powered pocket rocket! Not that this was his first attempt at building a quick Blue Oval...

"I was sixteen years old and pootling along on a motorised trike," recalls the 27-year old MOT

technician. "A Mk3 XR2i pulled up alongside me before its owner wound down his window and asked me if I'd like to swap vehicles! I was surprised to say the least, but sure enough, the fella followed me back home where we struck a deal. I ended the day with the keys to my first Fiesta!" he smiles.

Pete vowed to tidy and modify the new arrival so that it was in tip-top shape by the





“The idea of dropping a Cossie lump into a small vehicle appealed to me”

time that he was able to take his driving test. A huge amount of time was invested in readying the car for its owner's debut on the nation's highways from within the confines of a four-wheeler, but disaster struck after a license-carrying mate offered to take Pete out for a spin in the special-edition Fez. “I'd only driven it in and out of my garage on private land. I was excited at the prospect of hitting the road, even if only as a passenger. Unfortunately, a radiator hose decided to let go while my friend was chauffeuring me around, causing the car's engine to cook itself,” he sighs.

Thanks to the conclusion that

it would be hugely uneconomical to carry out the required repairs, Pete never did get to drive his XR2i on the road. This left a frustration within him that seemed unshakable until he decided to embark on the ambitious restomod project that has resulted in the remarkable load-lugger that he is in possession of today.

“I flick through *Fast Ford* each month and find myself amazed at the results that homebuild heroes manage to achieve when installing YB powerplants beneath bonnets that these engines were never supposed to be acquainted with. The idea of dropping a Cossie lump into a small vehicle appealed

to me, and I bought myself a Mk6 Fiesta van back in 2013 with the intention of using it for exactly that purpose,” he tells us.

The project would elevate itself to whole other level when Pete's love of old rally cars encouraged him to consider the possibility of converting the van into a four-wheel drive powerhouse. Furthermore, discussing his ideas with friend, work colleague and fellow rally fan, Warren Anderson, inspired a great deal of confidence in the idea. “Warren is a wizard with a jig. He offered to assemble the van's custom chassis if I collected all the parts required for the job,” continues Pete. “With an offer like that on the

table, I quickly set about finding a Sapphire Cosworth 4x4 shell, a YB and a suitable gearbox,” he grins.

Various breakers and used Blue Oval parts suppliers were called upon to deliver the goods, and it wasn't long before Warren was cutting the chassis legs, transmission tunnel, strut turrets and a whole host of other equipment out of an otherwise-redundant Saph. A hurriedly-sourced engine and transmission system were thrown into the mix in order to allow for the creation and position of whatever mounts, brackets and tunnel mods were required for the job at hand, but Pete's determination to acquire his van's new

TECH SPEC

COSSIE FIESTA VAN

ENGINE

1993cc YB Cosworth DOHC 16-valve, re-bored 200 block, uprated bearings, polished crankshaft, Mahle forged pistons with custom valve pockets, all new genuine gaskets and seals, Collins Performance engine mounts, standard camshafts, painted cam cover, Turbosport adjustable vernier pulleys, T34 turbocharger with .48 housing, Level 8 ECU with custom chip and mild anti-lag, Motorsport ignition leads, Siemens 55lb black fuel injectors, Bosch 044 external fuel pump, Simtec inline fuel filter, bespoke 40-litre aluminium fuel cell, stainless fuel pipes throughout, modified fuel rail, RS500 intercooler, RS500 radiator, blue silicone hoses, custom oil breather kit, heat-wrapped 3-inch custom T304 stainless steel exhaust system, racing gel battery

POWER

345bhp, 400lb/ft torque (estimated)

TRANSMISSION

Rebuilt and painted Sapphire Cosworth 4x4 MT75 five-speed manual gearbox, Sapphire Cosworth front and rear differentials, custom balanced and shortened propshaft, new clutch

SUSPENSION

Avo fully adjustable coilovers and helper springs, Powerflex bushes throughout

BRAKES

Reconditioned and powdercoated Sapphire Cosworth 4x4 calipers, performance discs and pads, braided hoses, copper nickel brake pipes

WHEELS & TYRES

7.5x17-inch Wolfrace A-Tec multi-spokes painted gloss black with polished lips, anodised blue valve caps and extended wheel nuts

EXTERIOR

Factory Diamond White paintwork, custom chassis built on jig using Sapphire Cosworth shell (tunnel, strut tops, front legs etc.) to accommodate 4x4 running gear, Mk6 ST body kit (front and rear bumpers, side skirts, spoiler)

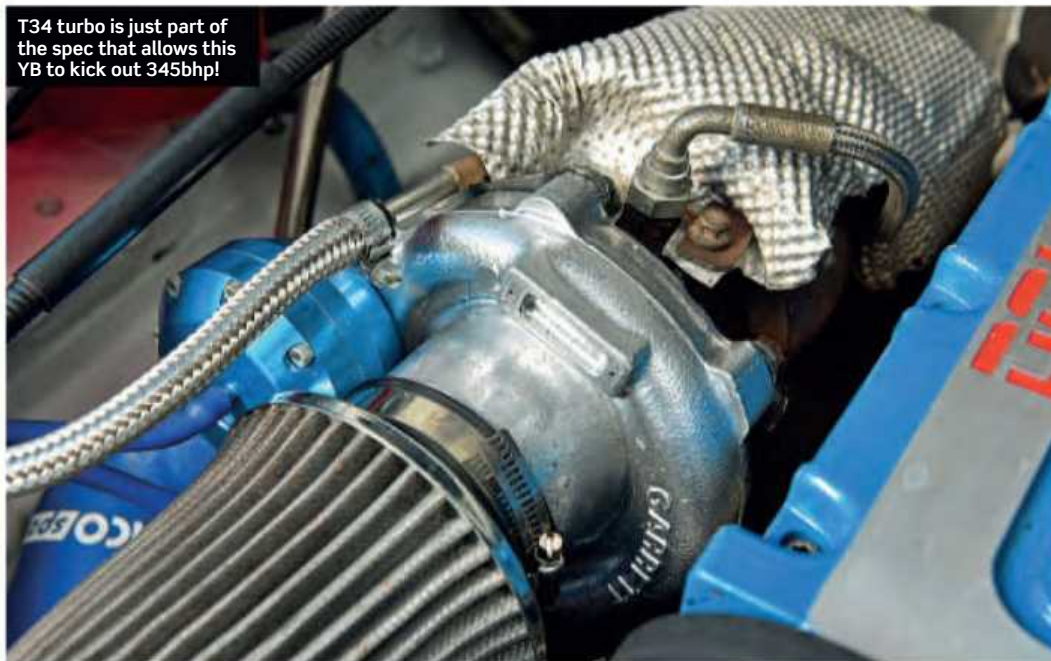
INTERIOR

Sparco Ford Racing Puma front seats, ST rear seats and door cards, Dragon Gauge smoked gauges (oil pressure, battery voltage, boost), custom pedal box, Acewell ACE-7859 digidash with carbon-fibre surround, battery and fuel system kill switches

THANKS

Paul Linfoot at North Yorkshire RS Spares, Lee Storey and Thomas Edward at Barnoldswick, and to the legend that is Warren Anderson

T34 turbo is just part of the spec that allows this YB to kick out 345bhp!



A YB in a Mk6 Fiesta just looks so cheeky!

▶ beating heart without delay caused him more than a few headaches.

"I should have shopped around," he admits. "The supplied turbocharger was knackered, and it became clear that the entire engine was in need of a rebuild, not least of all due to missing parts and the seemingly-endless river of oil that it was leaking onto my garage floor," he groans. If there was any positive to be drawn out of the situation, it was that the basic shape of the YB in question was enough for Warren to work with, and he made strong progress during a near-month long slog that saw the van's lower body strengthened, its rear wheel well plated over, extra crossmembers fabricated and the aforementioned tunnel, mounts

and brackets given a permanent home in the Fiesta's belly.

Perhaps surprisingly, Sapphires are more-or-less the same width as a Mk6 Fez, meaning that the main difference between the dimensions of each vehicle is in length. A custom balanced propshaft was made to suit, and Pete could be seen piecing together the guts of his new motor a short while later. "It's basically a Sapphire Cosworth 4x4 base with a Mk6 Fiesta body!" he chuckles.

A new T34 turbo with a .48 exhaust housing, a new clutch, Avo adjustable coilovers, Powerflex bushes and Wolfrace A-Tec multi-spoke seventeen inchers soon formed the basis of a healthy parts pile on Pete's garage



Sparcos from a Racing Puma now live up front

"I read *Fast Ford* each month and find myself amazed at the results people manage to achieve when installing YB powerplants"



Digital dash neatly replaces the Fiesta instruments



Air vents have been put to use housing additional gauges



DRIVER SPEC

PETE LANCASTER

Age: 27

Job: MOT technician

First Ford: Fiesta XR2i

Favourite Ford: Mk6 Fiesta ST

Best mod: The engine!

What's next: Bigger brakes and a new clutch



“It’s basically a Sapphire Cosworth 4x4 base with a Mk6 Fiesta body!”




floor. Reconditioned and powdercoated Sapphire Cosworth brakes also joined the party, while his faulty YB was stripped bare, re-bored and rebuilt with uprated bearings, a polished crankshaft and Mahle pistons.

Feeding the revitalised engine with a plentiful supply of fuel was made possible thanks to the arrival of a bespoke 40-litre aluminium fuel cell, Siemens high-flow injectors, a Bosch 044 pump, a modified fuel rail and stainless lines throughout. Airflow was also a key consideration, with an RS500 intercooler squeezed behind the Fiesta’s nose (alongside an RS500 radiator) and a heat-wrapped, custom three-inch exhaust system running from front to back.

The van’s exterior has been given a facelift thanks to the application of a Mk6 ST body kit. The theme continues inside, where the rear cabin has been equipped with twin-tone seats lifted from the same donor Sports Technologies Fiesta. They look good alongside the Sparco Racing Puma seats that Pete has installed up-front, although that’s not the only adjustment that he’s made to the cockpit of this cool Blue Oval. “Using the Cossie’s transmission tunnel meant that I had to ditch

my Fiesta’s factory heating system because both features wanted to occupy the same space,” he explains. “I ended up making my own heater by bending the pipework on a Sapphire matrix and by installing custom ducting behind the dashboard. Warmth has now been returned to the van’s interior, and the dash’s vent holes have been put to good use as housings for extra gauges.”

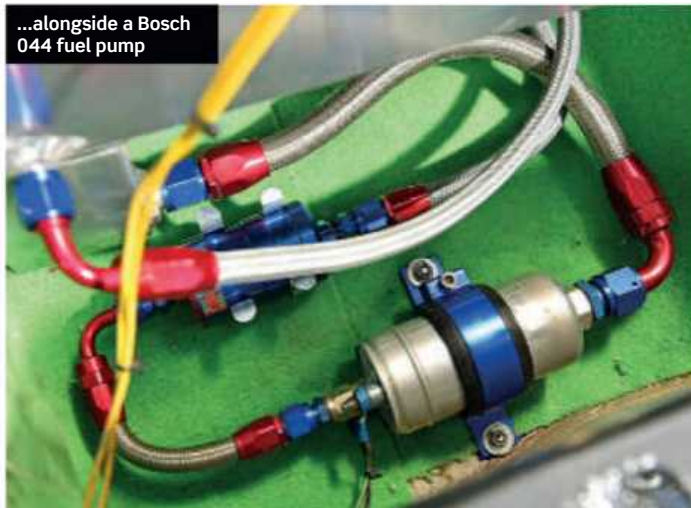
In addition to the nifty smoked gauges, an Acewell digital display with all the required check lights keeps Pete in touch with the performance of his heavily modified van. That’s good to know, especially as its Level 8 ECU has been kitted-out with a custom chip and anti-lag, enabling the delivery of an estimated 345bhp, 400lb/ft of torque and plenty in the way of pops and bangs! “There was a lot of head scratching as a consequence of the supply of a 2WD ECU with the engine package that I bought, but a switch to the correct electronic brain had everything up and running,” beams Pete – a man finally able to hit the road in his very own tricked-out Fiesta.

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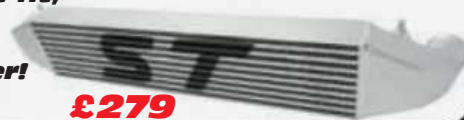
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NO MES

As Robert Shaw's **360bhp** Radiant Red example proves, when a car looks as good from the factory as the Escort RS Cosworth, there really is no need to mess about with its appearance...

Let's face it, many of us have mates who spent the latter part of the 1990s coming to terms with the fact that they'd spent a gazillion quid on ill-fitting fibreglass body panels for their chosen chariots. In their defence, it's fair to say that petrolheads have long been attempting to improve upon the oft-conservative factory styling packages that manufacturers see fit to decorate their cars with, although it probably goes without saying that success in the field of aftermarket automotive styling has always been something of a 'hit or miss' affair.

Of course, we're all for personalising a ride in an effort to make it stand out in a crowd, but sometimes the argument that 'less is more' really does hold true, not least of all when the car in question is an

Escort Cosworth. After all, here is a motor that was once Ford's flagship performance offering – a model that came shipped from the factory dressed in its own brilliantly-designed body kit.

Aggressive lines, wide wheel arches, beefy side skirts, bonnet vents and that iconic whale tail are standard features of the undeniably excellent Rallye Sport. Yup, it can be difficult to find areas of



SIN'



the car's cosmetic makeup to improve upon even when attempting to create an example that boasts unique exterior details.

Radiant Red Escort Cosworth owner, Robert Shaw, is in agreement. "Short of a wheel swap, one of the best updates that you can make with regard to the appearance of an EsCos is simply to refresh its coat of colour," he says. With that in mind, it should come as no surprise to learn that his immaculate RS has been subjected to a bare shell respray, although he is keen to point out that the work occurred during time that his car spent in the custody of its previous owner.

"One of the features that convinced me to buy this particular Escort Cosworth was

its incredible cosmetic condition," continues the 35-year-old mechanic. "The car is just as clean underneath as it is on top, and there really is very little I can do to improve upon its finish... not that I was ever in doubt about my decision to throw a set of Compomotive MO6s at it!" he laughs.

Powdercoated in a shade of anthracite, the 18-inchers replace gold-painted rims that the car was sitting on when Robert first encountered it two years ago. "The wheels that I inherited with the Escort were a bit too 'Subaru Impreza' for my liking. MO6s are a tried and tested win when it comes to fast Fords, and I had a set of the same wheels bolted to my Sapphire Cosworth," he admits, citing the 380bhp MSD-

tweaked four-door as one of the best cars that he has ever owned.

Sierra RS500 fog lamp grilles, small door mirrors, a carbon-fibre front splitter and the aforementioned six-spokes are the only body mods that have been applied to Robert's excellent EsCos. The car's interior is a similarly understated affair, with an RS three-spoke steering wheel and a JVC head unit being the only obvious deviations from factory specification.

To our surprise, however, Robert tells us that the 'red hex' front and rear cloth seats that populate the cabin of his pride and joy were lifted out of another Escort Cosworth. "My car was kitted-out with leather seats before its restoration," he confirms.



DRIVER SPEC

ROBERT SHAW

Age: 35

Job: Mechanic

First Ford: A 1.6-litre Orion LX

Favourite Ford: RS200

Best mod: The car's huge Alcon stoppers

What's next: Bigger injectors, anti-lag, launch control... the list goes on!



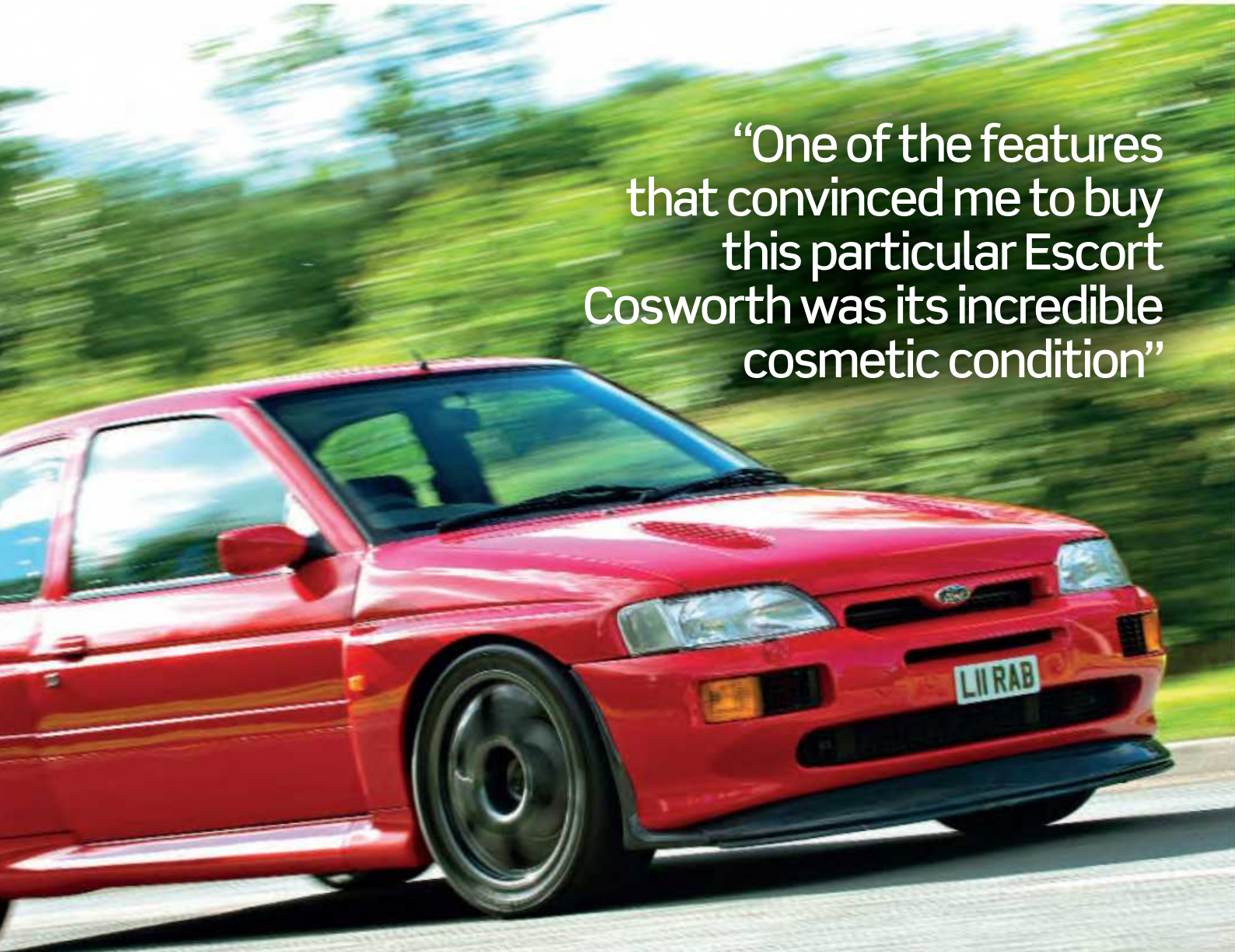
With that iconic whale tail already in place the EsCos needs no further exterior alterations!



Red Hex Recaros remain, although Robert nearly swapped them for leather!



“One of the features that convinced me to buy this particular Escort Cosworth was its incredible cosmetic condition”





➤ "I was in the process of trying to source another set to replace the cloth, but fellow Ford owners club forum users told me that the special edition seats I was in already in possession of are very desirable and almost impossible to source. After much in the way of deliberation, I decided to take heed of their advice and leave the cabin of my car exactly as I bought it," he concedes.

In contrast to the Radiant Red theme carried through to the car's interior, its engine bay is littered with bright blue equipment; Roose Motorsport silicone hoses, uprated ignition leads, anodised Piper Cams vernier pulleys and a

freshly powdercoated cam cover are all colour-coded to match one another, while alloy reservoir tanks, a matching oil breather kit and a Spec-R polished turbo heat shield provide a satisfying amount of shine in an area that can be rightly described as 'spotless'.

The engine itself is producing a healthy 360bhp thanks to a rebuild that saw a Group A head gasket and cone air filter, high-lift camshafts, a Forge Motorsport dump valve, an RS500 intercooler, an enlarged alloy radiator, Denso Iridium spark plugs and green injectors introduced to the proceedings. The car's factory ECU has been updated with a Graham Goode Racing chip.

GGR wizardry can also be found underneath this fantastic Ford in the form of its three-inch turbo-back stainless steel exhaust system. We find ourselves rolling around on the ground in an attempt to eyeball the tidy pipework, and in doing so we can't help but notice the large stoppers parked in each corner. "They're Alcon four-pots," smiles Robert. "I've got 383mm two-piece drilled discs at the front and Reyland 300mm discs at the rear," he says, acknowledging the need for decent anchors in a car that he hopes to push close to the 400bhp mark.

"My Sapphire Cosworth was really quick, and while





TECH SPEC

ESCORT COSWORTH

ENGINE

1993cc YB Cosworth, Group A head gasket, high-lift camshafts, Piper Cams vernier pulleys, T34.63 turbocharger, Spec-R polished turbo heat shield, Forge Motorsport dump valve, Group A cone air filter, RS500 intercooler, enlarged alloy radiator, Denso IK27 Iridium spark plugs, 8mm performance ignition leads, Bosch green fuel injectors, Group A fuel pump and coil, 3Bar MAP sensor, Graham Goode Racing Stage 3 chip on standard ECU, polished oil breather kit, Philloy polished fluid reservoirs, Aeroquip braided oil feed hoses with AN10 fittings, polished bonnet stay and dip stick, blue Roose Motorsport silicone hoses, Graham Goode Racing 3-inch turbo-back stainless steel exhaust system

POWER

360bhp (estimated)

TRANSMISSION

Standard four-wheel drive, six-paddle clutch, quick shift kit

SUSPENSION

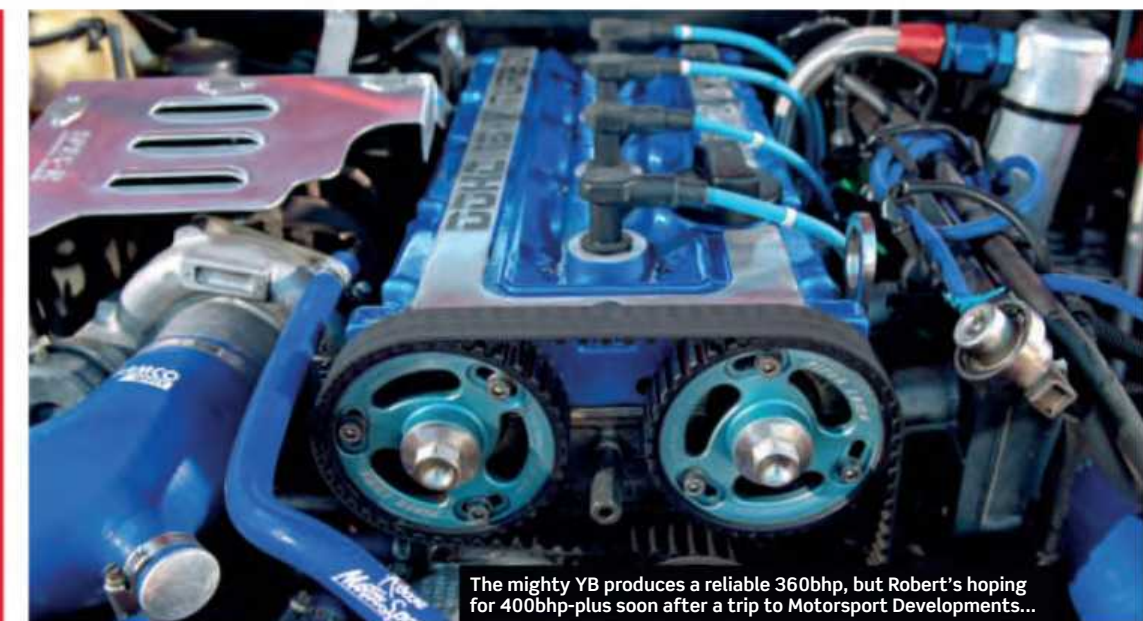
Avo coilovers, Powerflex polybushes throughout, polished strut tops

BRAKES

Alcon four-piston calipers with 383mm two-piece drilled discs (front), factory rear calipers with Reyland 300mm two-piece discs (rear), performance pads

WHEELS & TYRES

8x18-inch Compomotive MO6 wheels powdercoated anthracite, Toyo R888 235/40/18 tyres



The mighty YB produces a reliable 360bhp, but Robert's hoping for 400bhp-plus soon after a trip to Motorsport Developments...

EXTERIOR

Bare shell respray in OE Radiant Red, factory RS styling package, small door mirrors, carbon-fibre splitter and side skirts, RS500 fog lamp grilles, personalised registration plates

INTERIOR

Recaro 'Red Hex' cloth front and rear seats, RS three-spoke steering wheel, JVC CD head unit

THANKS

Stuart for keeping the car looking so good, Ade for the photo shoot, Custom Coatings for powdercoating the wheels and rocker cover, and to the guys and girls of the West Scotland RS Owners Club





“My intention is to fit Siemens injectors, a custom map, anti-lag, launch control, and wasted spark...”



Tried and tested, the Comp MO6 just looks so right on an EsCos!

➤ I love my EsCos, I'd be lying if I said that it has the same level of poke. My intention is to wheel the latter to MSD and ask them to fit Siemens black fuel injectors before equipping the car with a custom map, anti-lag, launch control and wasted spark ignition. That's more-or-less the setup I had on the Saph, and my guess is that there will be even more scope for power when the same gear is fitted to my Escort," he explains.

In the meantime, the Radiant Red road rocket is brought out for use on sunny days and whenever there's a Ford show in town. Its Avo coilovers and Powerflex polybushes help it stick to the road without compromise, and we can't help but wonder whether living so close to Knockhill and Crail has tempted Robert to take his Escort for a spin on the hallowed ground of these famous racing circuits. He replies in the affirmative, although he says that he's waiting for a track day out with fellow Ford enthusiasts before he unleashes the beast. "I'm not entirely convinced that putting my immaculate Cossie at the mercy of other track users

is the best idea in the world. At least fellow RS owners are likely to give me plenty of space while I get to grips with unfamiliar track layouts!" he chuckles.

When it isn't wowing show attendees with its pristine paintwork, Robert's EsCos is tucked up in the warm alongside his Moonstone three-door Sierra. We'll be featuring that particular Rallye Sport in a forthcoming issue of *Fast Ford*, and we're also thrilled to be able to reveal that Robert is in the throes of building himself another Sapphire Cosworth. "It's in the paint shop at the moment," he beams. "I can't wait to see what it looks like when it rolls back into my workshop and is sat on a set of Comps!"

Neither can we – there's something very satisfying about seeing a Cosworth-badged Ford with freshly applied paint and a bigger-than-factory set of wheels. The fact that Robert has three examples to his name and has refrained from littering any of them with outlandish body modifications just goes to show that in the world of the mighty Blue Oval, sometimes less really can mean more. 



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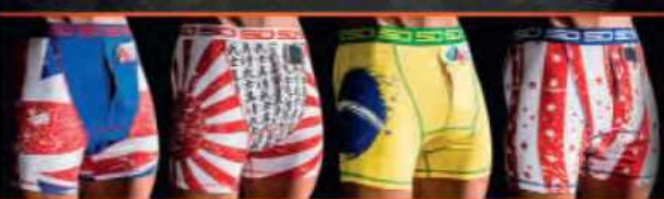
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Words: Dan Williamson

3 OF A KIND

FUTURE CLASSICS

Check out these fast Fords that are just waiting for classic status...

Motorsport success, amazing road ability and immense nostalgia factor ensure a dramatic following for classic Fords, creating jaw-dropping desirability among a nation of Blue Oval enthusiasts. Legends like the Lotus Cortina and Escort RS1600 are recognised as collectors' items alongside exotic marques, equally likely to be battling for victory in historic racing as they are being pampered at a concours contest.

Meanwhile, contemporary classics – such as the RS200 and Sierra RS500 Cosworth – have exceeded most people's pockets. Even everyman machines like the regular three-door Sierra Cosworth and Series One Escort RS Turbo are getting out of reach.

So much, in fact, that values of standard cars mean tuned examples are being returned to factory spec. And where's the fun in that?

But fear not, because almost any fast Ford is guaranteed a similar destiny. And they're not so precious that mild modifications will have a massive effect on their impending collectability – or, indeed, their value.

Which means you can use them on roads, abuse them on track, polish them at shows and invest your cash in keeping them clean – knowing that not only is your money safer than paying into a post office account, you're also preserving your piece of Blue Oval heritage for the next generation of fast Ford fans.

THE CARS

Future classic Fords? Well, Cortinas, Capris and rear-wheel-drive Escorts are already well-established classics, while Sierra Cosworths, RS Turbos and XR2s are on that borderline between old-school cool and collectors' items. And prices are already rising.

So if you want a fun fast Ford that's also a safe investment you'll need something fairly modern, relatively rare, great to drive and fabulous to look at. Here's our top three tips for future classic status.

1 FOCUS RS MK1

The car that brought the Rallye Sport badge out of retirement, the 212bhp Mk1 Focus RS was produced in only the one colour – Imperial Blue – between 2002 and 2003. Just 4,501 examples were built.

2 FORD RACING PUMA

Pumped-up and picture-perfect, the Ford Racing Puma was a motorsport-inspired, wide-arched, 152bhp version of the Fiesta-based coupé, built by Tickford between November 1999 and December 2000. A mere 500 were sold, all to UK buyers.

3 ESCORT RS COSWORTH

For many of us the ultimate fast Ford, the Escort RS Cosworth has it all – jaw-dropping looks, loads of power and proper motorsport heritage. From 1992 to 1996, Karmann created 7,145 Escort Cosworths, in big-turbo and small-turbo varieties.

TECH SPEC + HISTORY



**FOCUS
RS MK1**



**FORD
RACING
PUMA**



**ESCORT RS
COSWORTH**



+ TECH SPEC

MADE BETWEEN 2002 to 2003
POWER 212bhp @ 5,500rpm
TORQUE 229lb.ft @ 3,500rpm
0-60MPH 6.4 seconds
TOP SPEED 144mph
ENGINE 1988cc, four-cylinder, 16V Duratec RS, forged pistons, Garrett GT2560LS turbo, intercooler, redesigned induction, EEC-V management
TRANSMISSION FWD, uprated MTX75 five-speed gearbox, driveshafts and clutch, ATB differential, quickshift
BRAKES (front) Brembo four-pots,

324mm ventilated discs, (rear) 280mm discs
SUSPENSION Sachs dampers, 25mm lowered springs, increased track, uprated A-arms, enlarged hubs
WHEELS AND TYRES OZ 8x18in alloys, 225/40x18 tyres
INTERIOR Sparco black/blue front seats, matching rear bench and steering wheel, carbon-fibre console, blue instruments
EXTERIOR Focus ST170 three-door, wider steel wings, RS bumpers, skirts and roof spoiler, Imperial Blue paint

+ HISTORY

A future classic, if ever there was one – let's look at the Focus RS Mk1's credentials: limited production run, fantastic looks, terrific performance and amazing drivability. Oh, and that all-important RS badge!

The Mk1 Focus RS was the car that brought the Rallye Sport brand back to life. Ford's Special Vehicle Engineering division developed the RS from the ST170 three-door, uprating 70 per cent of its components and adding 521 unique parts – many echoing WRC goodies. Its turbocharged two-litre engine kicked out 212bhp through an MTX75 gearbox, AP Racing clutch, Quaife ATB diff and tougher driveshafts. WRC-width suspension arms, Sachs dampers, lowered springs, Brembo four-pot front brakes and 18in OZ alloys were stuffed beneath a pumped-up body, boasting wide steel wheelarches, deeper bumpers, skirts and roof spoiler.

Each car was finished in Imperial Blue, reflected inside with Sparco bucket seats, steering wheel and rear bench. A carbon-fibre console was equipped with starter button and an individually-numbered plaque to tell you which of the 4,501 RSs you were driving.

Despite a year-long waiting list, just 2,147 examples were sold in the UK. And, with impeding classic appeal, the desirability will only get stronger.



The Focus saw the mighty RS badge return to a fast Ford!



+ TECH SPEC

MADE 2000
POWER 152bhp @ 7,000rpm
TORQUE 119lb.ft @ 4,500rpm
0-60MPH 7.9 seconds
TOP SPEED 126mph
ENGINE 1679cc, four-cylinder, 16V Zetec SE, revised cams, reprogrammed EEC-V ECU, uprated inlet manifold, sports exhaust manifold/cat/system
TRANSMISSION FWD, IB5 five-speed gearbox, shot-peened gears, 3.82:1 final drive, longer driveshafts, optional LSD
BRAKES

(front) 295mm discs with Alcon four-pot calipers, (rear) 270mm discs, ABS
SUSPENSION Uprated dampers, Eibach springs, track widened by 35mm/45mm each side front/rear
WHEELS AND TYRES Speedline 7.5x17in alloys, 215/40x17 tyres
INTERIOR Sparco blue alcantara front seats, matching rear bench, door cards and steering wheel
EXTERIOR Widened front arches/rear quarters, deep front spoiler, modified rear apron, Ford Racing Blue (Imperial Blue) paint

+ HISTORY

Motorsport development: tick. Huge rarity: tick. Sexy styling: tick. Built by hand: Tickford. What more could you want in any future classic?

The Ford Racing Puma (or FRP) was the concept of the ultimate road-going Puma. The result – named the Puma ST160 – was based on the existing F2 Puma Kit Car, as rallied in 1400cc and 1600cc guise.

The ST160 was displayed at the 1999 Geneva motor show, but by August had been scheduled for production as the Racing Puma, a limited edition for British buyers alone. Each would be constructed by Tickford in Daventry.

Tickford added aluminium front wings and steel rear flares, along with bigger bumpers and Imperial Blue paint. Inside were blue alcantara Sparco seats with matching door trims and steering wheel.

Alcon four-pot calipers, Eibach springs, Speedline 17in alloys and uprated driveshafts exploited the Puma's excellent chassis, while a limited-slip differential was optional. Performance cams, exhaust and inlet manifold boosted power to 152bhp.

FRP sales were slow, and Ford pulled the plug after only 500 of the proposed 1000 cars were produced. Currently around 300 examples survive making the Racing Puma deeply desirable. It's a sure-fire future classic.



Just 500 FRPs were sold, making it one of the rarest fast Fords ever



+ TECH SPEC

MADE BETWEEN 1992 to 1996
POWER 227bhp @ 6250rpm
TORQUE 224lb.ft @ 3500rpm
0-60MPH 5.7 seconds
TOP SPEED 140mph
ENGINE 1993cc, four-cylinder, 16V, YBT/YBP, 200 block, Weber-Marelli or EEC IV engine management, Garrett T04B or T25 turbo
TRANSMISSION 4x4, MT75 five-speed gearbox, viscous coupling front and limited-slip viscous coupling rear differentials
BRAKES 278mm discs (front),

273mm discs (rear), ABS
SUSPENSION Gas dampers, coil springs, 28mm/22mm anti-roll bar front/rear
WHEELS AND TYRES 8x16in alloys, 205/45 ZR16 tyres
INTERIOR Sports or Recaro front seats with Hexagon or optional leather trim, auxiliary gauges in pod
EXTERIOR Escort three-door body on shortened Sierra 4x4 floorpan, aero pack including front splitter and whale tail rear spoiler (delete option)

+ HISTORY

Future classic, or already a collector's item? Whatever your opinion, there's no denying the Escort Cosworth's iconic status. It's fast, it's got a genuine competition pedigree, and it's just as amazing to behold as it was when launched.

The EsCos superseded the Sapphire 4x4 as Ford's world-class rally weapon, being based entirely on the Sapphire's (shortened) floorpan but with a massively-reworked Mk5 Escort bodysell plonked on top.

A revised Cosworth powerplant, known as the YBT, produced 227bhp thanks to a meaty T3/T04B turbo – today known as big-turbo models.

Three specifications were initially available, including standard, Motorsport or Luxury, while a limited-edition (of 200 cars) Monte Carlo arrived in 1994.

The small-turbo Escort RS Cosworth appeared later in 1994,

complete with T25 turbo-fed YBP, EEC-IV ECU and 217bhp.

The Escort Cossie's huge rear wing and adjustable front splitter remained, complete with boxy wheelarches covering 8x16in alloys. A no-cost aero-delete option wasn't popular.

The EsCos was killed off in 1996 as a result of emissions laws, unbearable insurance premiums and slow sales. Yet the RS never lost its reputation, nor its desirability among fast Ford fans. It's one hell of a classic.



The EsCos needs no introduction, and is sure to be a future classic!

BUYING + OWNING



Overall condition will be the biggest factor when buying a Mk1 RS

FOCUS RS MK1

+ BUYING

Condition is crucial if you're buying a future classic; fortunately, most examples of the Focus RS are well kept. So - unless it's very cheap - avoid an abused example.

Make sure there's no transmission whine or clutch slip, and look for blue smoke from the exhaust. Pay careful attention to leaks; rusty stains could point to a cracked thermostat housing or leaking seal. With the engine running, ensure the chargecooler pump is squirting water. Any knocking noises say walk away.

Low-mileage cars are more sought-after, but any

Mk1 RS should feel quick and tight to drive. Ideally, you'll see a thorough service history complete with the original leather-backed handbook.

Naturally, there should be matching numbers but the RS also wears its serial number on a centre-console-mounted plaque; research the car's history at www.focusrsbuildlist.co.uk.

Avoid signs of accident damage, although paintwork had an orange-peel effect from the factory, and is particularly prone to stone chips. Any Mk1 Focus is prone to rusting, so check the wheelarches, door bottoms, sills, filler cap, tailgate and handle, and below the door mirrors.



Be sure to buy a genuine FRP if you want a future classic

FORD RACING PUMA

+ BUYING

Only a real FRP will become a bona fide classic, so make sure it's not a fake. Most replicas have fibreglass panels rather than metal extensions, so touch a magnet to the rear wings to confirm.

The numbers on the VIN plate, inner sill and V5 must match, but don't be scared if the log book says Puma 1.7 - that's normal.

Ensure all the correct FRP kit is included, especially the inlet manifold, embossed with the car's production number (0001 to 0500); the same number can sometimes be seen on a seat mount sticker, along with an individually-

numbered paper supplement in the owner's manual.

FRPs numbered FMC01 to FMC23 were pre-production cars, with body-coloured engine bays not satin black.

Look out for one of the 80 FRPs factory-fitted with an LSD - check for a sticker on the gearbox.

Check carefully for corrosion. Front wings bubble up, and rear quarters rot where they were attached. Worry less about worn mechanicals, but avoid knocking from the engine, smoking or refusing to rev freely. Light tapping at start-up is normal. Transmission noise or a notchy gearchange could be caused by a knackered gearbox, which can be costly to repair.



Escort Cosworth prices are set to rise any time soon, get one while you can!

ESCORT RS COSWORTH

+ BUYING

Buying an Escort Cosworth can be a minefield. As a first step contact owners' clubs - members will advise on cars for sale.

Avoid any Cossie with a dodgy identity, and beware of cars with a '909' motorsport bodysell built from parts - value won't be as high as a factory car.

Corrosion is a major concern. Check the sills floorpan, chassis rails, front crossmember, bulkhead, battery tray, suspension turrets, rear wheelarches, fuel filler and door bottoms.

Mechanically, nasty noises and heavy smoking are bad signs. The 4x4 transmission isn't tough,

so check for crunching and whining. It's costly to repair.

Choose your Cossie on condition rather than spec; a straight body and interior are essential for any future classic. Luxury trim is more common than standard or Motorsport versions; it added a sunroof, electric front windows and opening rear quarter glass.

The first 2500 cars came with water injection kit (unplumbed), which will be desirable in years to come. So too will the Monte Carlo limited-edition, produced in big- and small-turbo guise, in Mallard Green, Ash Black or Jewel Violet, with OZ 8x16in alloys, unique trim and a numbered plaque.

Buy one while you can!

+ OWNING



The blue and black Sparcos look cool, but can be a pain to keep clean

If you think owning a classic is all about tinkering every weekend and fixing faults, the Focus RS will be a disappointment. It'll clock up 100,000 miles without fuss, needing a new cam belt every eight years...

Servicing is crucial, though, if only to keep an eye on everything. The RS has no water temperature gauge, and many owners fit a dial in the coin tray slot. Coolant hoses can split, especially at the heater matrix; black silicone replacements keep it looking factory-standard. Water pumps are also prone to dripping, and can be awkward to source.

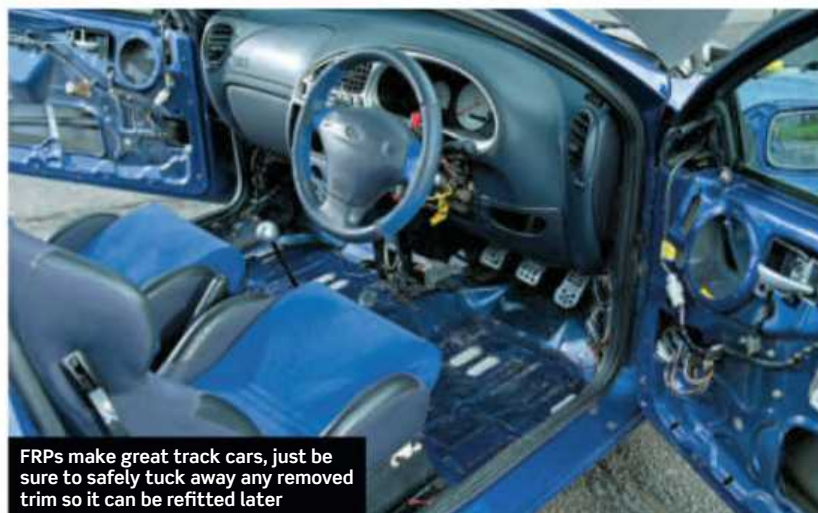
Suspension bushes often wear, leading to knocking on rough surfaces. You'll be

lucky to find replacements but polyurethane versions are an improvement. While you're at it swap the chargecooler bushes too before they wear out and knock against the fuse box.

Electrical faults may crop up but they're usually minor, such as the CD player causing a battery drain, and rear wiper failure due to a dodgy relay. Add a Focus Ghia stalk and you'll gain adjustable intermittent wiper control.

The RS's cockpit isn't fancy, and it doesn't wear well. The front seats sag, the steering wheel gets grubby, and carpets are prone to ripping in the rear.

+ OWNING



FRPs make great track cars, just be sure to safely tuck away any removed trim so it can be refitted later

Neglect a Racing Puma at your peril – without regular servicing, you'll be bitten in the wallet. Cambelt changes should be every five years or 80,000 miles (ideally sooner), along with water pump and tensioners. Oil swaps should be every 5,000 miles, but check the levels religiously – the FRP is a heavy user.

The Alcon brake calipers need annual attention and the discs aren't cheap to replace. Don't worry about squealing – that's common.

Most other mechanical problems are simple generic Puma faults.

Fluctuation at low revs results from a dirty idle control valve or throttle position sensor, while failed

sensors, MAF or coil pack mean rough running or poor power. All relatively cheap and simple to rectify.

In contrast, FRP-specific problems often relate to the unique trim, which is difficult to source. Any replacements are likely to come from the 200- or-so FRPs that have been broken up.

The Sparco seats wear well, although their blue alcantara stains easily, their stitching may lift, tilting mechanisms break and harness surrounds pop out. Steering wheels are also usually ingrained with dirt.

Bumper grilles can rust and front splitters are often cracked. Just don't damage the front wings, eh!

+ OWNING



Interior trim is getting harder to source, so stockpile any parts you can find

Cosworths are never straightforward. Misfires are commonplace, notably under load. New plugs and leads may help, as can a replacement coil and, if a big-turbo model, a wasted spark conversion. Not to be left out, the small-turbo's ignition system causes trouble when coil packs, electrical sensors, air flow meter and wiring break down.

Air leaks lead to boost problems, from split or loose boost hoses, sensors and regulators. Electrical issues play even more havoc; the Cosworth's stock Escort Mk5 fuse box suffers from water ingress, dry joints and burnt-out tracks. The original fuel pump and wiring aren't up to

the task; fit an uprated pump and fresh wiring to ensure a constant feed. A regular check-up with your specialist could save thousands in the long-term.

Transmission troubles are also typical; worn synchros will crunch, layshaft bearings may rattle at idle (a sign of imminent gearbox failure), and whining is bad news all-round. But vibrations could arise from broken engine mounts or propshaft joints, and loud clicking is probably a blown CV joint.

Expect to pay the usual RS tax on any trim, with front bumpers and splitters particularly damage-prone. As for interior trim, buy spares while you can...

+ MODIFYING



The Mk1 RS came with Brembos as standard, but many owners prefer to upgrade to AP Racing 6-pots

Sensible mods shouldn't spoil a Mk1's classic status - well, not yet anyway. In true RS tradition, an otherwise-standard machine can pack a serious power increase before upsetting the purists.

They won't notice a remap, of course, but you certainly will. The first stage means 270bhp and an altogether superior driving experience, ridding the Focus of its inherent misfires. Speaking of which, if you have an early RS, its AE software can be refreshed with the AF map to resolve cold start issues, although you may now experience misfires at 5,000rpm...

A performance exhaust should come next, ideally

with decat or sports cat plus tubular manifold. And if you want more than 300bhp, you'll need to ditch the stock turbo in favour of a hybrid GT25 running 23psi boost. An uprated front-mounted intercooler is useful - albeit lag-prone - and a meatier clutch will be essential for utilising that power.

A T34 or GT28 turbo will allow up to 350bhp while retaining the Ford ECU, but for more power you'll need to affect the car's originality: aftermarket engine management, a Fiesta RS1800 inlet manifold and upgraded fuel system allow up to 380bhp; steel rods, ported head and an even bigger turbo mean 500bhp potential - by which point a

plate-type limited-slip diff and uprated gear kit are advisable.

Even a standard RS chassis can cope with such grunt, and with H&R 25mm lowering springs over the stock shocks you'll need nothing better for the road; polyurethane bushes aid longevity, and H&R anti-roll bars reduce body roll.

The Mk1 RS was fitted with Brembo four-pot front calipers and 324mm discs, which are fine for a show car, but for track days you'll want to upgrade; race pads and braided hoses will help, but many owners switch to AP Racing six-pots and 360mm discs instead. They even fit inside the OZ alloys - and why would you change those?

+ MODIFYING



The Alcons are great, but require regular rebuilds

With only 500 FRPs built, and little more than half that figure surviving, it's fair to say you'll devalue a standard car if you commit to irreversible mods.

But that shouldn't stop you from making a few tweaks.

The stock Zetec SE was well-tuned to 152bhp, but the unique exhaust is prone to rotting; a stainless system, including manifold sounds better and lasts far longer.

A larger throttle body improves mid-range performance and won't look different from standard. Likewise, high-lift cams, vernier exhaust pulley and remap should raise power to at least 170bhp; 185bhp is possible from a flowed/porting cylinder head, 330cc

injectors and remap - all the while looking stock.

You can then forge the bottom end, add high-compression pistons and big-valve head for over 200bhp - but you'll need throttle bodies too. Or how about forced induction?

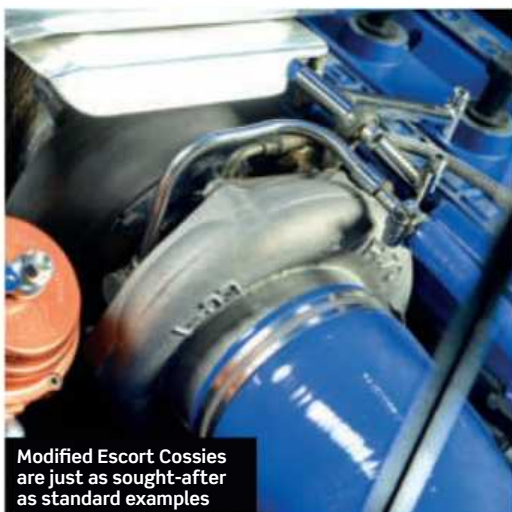
If your FRP lacks the optional LSD it can be retrofitted from a broken car, or you can add the diff from a Series Two Escort RS Turbo instead. Or, better still, a Quaife ATB. The standard clutch will cope with most power hikes, but an upgraded clutch will be needed for forced induction.

Any FRP should feel great, but the car's styling was based on a rally stance - so lowering springs and

matched dampers or coilovers improve the appearance. A pair of 40mm rear hub spacers replicate the original press-car width, and aid high-speed stability and braking ability. Add 5mm spacers at the front to balance it out.

You'll want to keep the standard FRP 7.5x17in Speedline wheels, of course, but those Alcon four-pot front calipers and 295mm discs aren't great for prolonged road use because they lack dust seals and therefore need regular rebuilds. Mk1 Focus RS Brembo calipers mated to 330mm discs and adaptor brackets are a solution, but keep those Alcon's for when classic status arrives.

+ MODIFYING



Modified Escort Cossies are just as sought-after as standard examples

A completely-stock concours car may be most collectable long-term, but many modifications don't even register as deviations from stock.

Take an exhaust and remap, for example. No one blinks an eyelid. Adding dark green injectors (mated to the early car's standard T34.63 turbo) isn't excessive, and means around 330bhp; blue/grey injectors and maybe a T38 or GT30 turbo will mean a solid 400bhp.

The small-turbo Escort, though, isn't so simple: you'll need to ditch the EEC-IV management in favour of aftermarket and swap the turbo for one of the aforementioned units.

More power is available, of

course, using the appropriate turbo, inlet, injectors, intercooler and so on. The block and crank are good for over 500bhp, and you can chase whatever power you like. Basically, it's open-checkbook time, but you won't recoup the cash for long-term classic status.

Pursuing power also means trouble for the Escort's transmission. The stock clutch needs uprating at 300bhp, but more than 400bhp means a heavy-duty gear kit or beefier gearbox, along with strengthened diff plates. You may even choose to go rear-wheel drive, using a Sierra's T5 transmission. But now you're certainly deviating from original spec.

Likewise, fitting an

adjustable rear beam detracts from standard spec, but is favoured by many tuners. Add a set of uprated bushes to replace the tired old stuff, fit a set of lowering springs and new dampers, and you'll immediately modernise the Escort; paint the components in factory-spec colours and only a real concours anorak will notice the difference.

It's always wise to uprate the brakes, though. Any four/six/eight-pot calipers are an improvement, and anything smaller than 308mm discs will fit behind the 16in alloys. Talking of which, if you fancy something larger, replica 18in EsCos rims are available second-hand, and could be back in production soon!



The RS motor responds well to a tubular manifold

Over 500bhp is possible, although it will mean affecting originality to achieve it



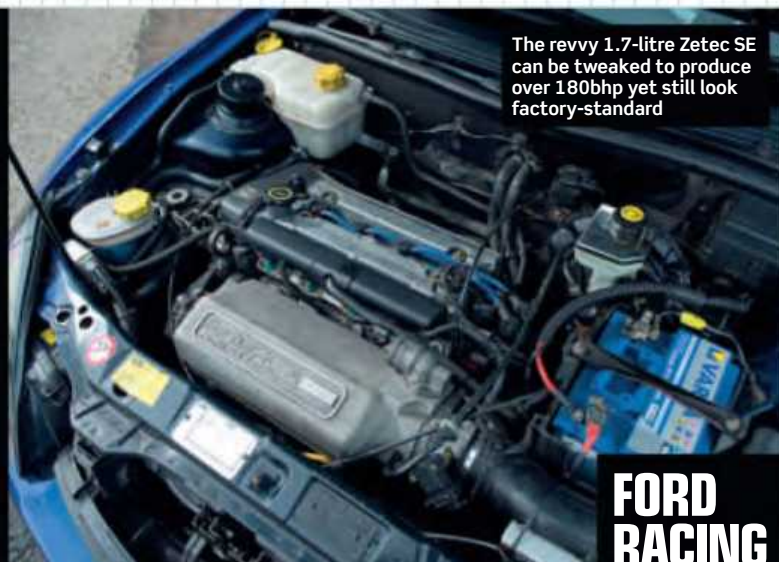
FOCUS RS MK1



With uprated dampers and Eibachs the FRP handles well as standard!



The revvy 1.7-litre Zetec SE can be tweaked to produce over 180bhp yet still look factory-standard



FORD RACING PUMA



Uprating the brakes is always a worthwhile modification



The mighty YB can be coaxed to produce crazy bhp figures, but it'll cost you!

ESCORT RS COSWORTH

CONCLUSION

+ ALSO CONSIDER



ST200

Sadly disappearing, the Imperial Blue ST200 sat perfectly beside FRP and FRS, and was in many ways equally special, with 201bhp in estate or hatchback bodystyles. The saloon-only ST200 LE of July 2000 is seriously rare today.



SAPPHIRE COSWORTH

The good old taxi always played second fiddle to three-door and Escort Cosworths, but was generally nicer to drive. Bag a 4x4 Sapphire for usability, or an early RWD machine for arse-out fun and/or investment potential.

ESCORT RS2000

A seriously undervalued RS, the 1991-to-1996 Escort RS2000 flicked through facelifts and interior upgrades but retained a 150bhp powerplant throughout. Look out for the limited-run 4x4 – a real classic in waiting.



+ CLUB CONTACTS

RS Owners' Club
www.rsownersclub.co.uk

Focus RS Owners' Club
www.focusrsoc.com/forums

FRS Build List
www.focusrsbuildlist.co.uk

Ford Focus Owners' Club
www.ffoc.co.uk/forum

Racing Puma Owners' Club
www.fordracingpuma.com

Project Puma
www.projectpuma.com

Puma People
www.pumapeople.com

Ford Puma Owners' Site
www.puma-web.co.uk

Escort RS Cosworth Forum
www.escortrscosworth.com

+ TUNING CONTACTS

Norris Motorsport
www.norrismotorsport.co.uk

SCC
www.focusrsparts.co.uk

Demon Performance Centre
www.demonperformancecentre.co.uk

PumaSpeed
www.pumaspeed.co.uk

Lightning Motorsport
www.lightningmotorsport.co.uk

Pumabuild
pumabuild.com

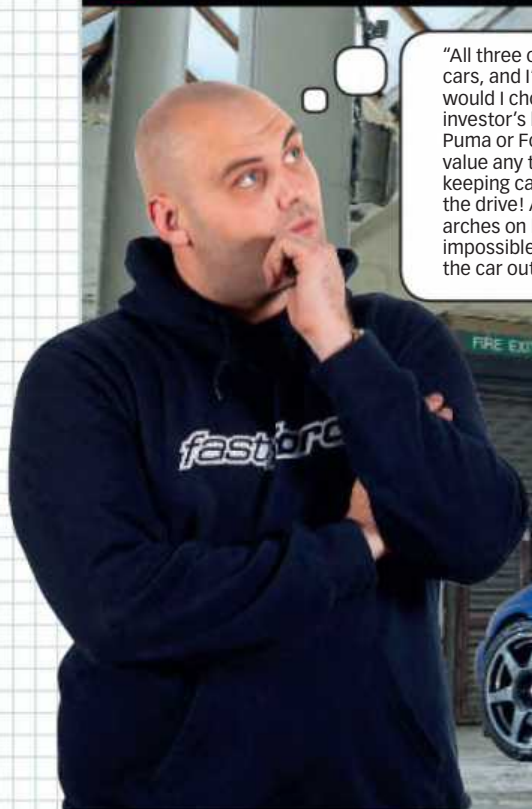
ShawSpeed
www.shawspeed.com

Julian Godfrey Engineering
www.racetuners.com

MA Developments
www.madevelopments.com

SCS
www.specialistcarservices.com

+ EDITOR'S PICK



"All three of our suggestions this month are cracking cars, and I'd be proud to own any of them. But which would I choose? Well that depends. If I had my investor's head on I would have to opt for the Racing Puma or Focus RS – as these are sure to shoot up in value any time now. However, I'm not very good at keeping cars for financial gain – I'd much rather enjoy the drive! And with the easy-to-chip flared wide arches on both of those, and the fear of damaging the impossible-to-replace bodywork, I'd be scared to take the car out – and, for me, there's no thrill in having a

car sat under wraps in a garage.

Therefore, by default, I'd go for an Escort Cosworth. But that's not a bad default is it? Personally I'd opt for a standard(ish) car that I could make a few tweaks to, but I'd keep hold of all the stock parts to put back on later. That way I could enjoy the drive now, and then simply bolt the factory bits on later to retain the value when it comes to selling it on. And with prices set to rise, that's a much better investment than any savings account. I mean, you can't smoke the tyres of an ISA can you?"



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Rally Design have just launched their new range of carbon fibre RMD steering wheels. Weighing in at just 600 grams the wheel is incredibly lightweight. The 350mm diameter wheel has a three-inch dish, and is available in natural carbon fibre, leather, or suede finishes. For more details check out the website.

www.rallydesign.co.uk



MOUNTUNE MK6 FIESTA ST ROLL RESTRICTOR

£139

This new roll restrictor from mountune is a simple bolt-on upgrade that will dramatically reduce unwanted engine 'rock' under hard acceleration, braking, and shifting. The latest application is for the mighty Mk6 Fiesta ST, and as with other mountune roll restrictors the components have been carefully selected to reduce engine movement without affecting NVH. For more info check out the website.

www.mountunestore.com



MOUNTUNE

MK3 FOCUS ST TDCI HOSES

£245

The Mk3 Focus ST TDCi is just ripe for a spot of tuning, and that's exactly what mountune are looking into now. The first upgrade to come from the Essex-based tuners is this uprated boost hose kit. Made for mountune by SamcoSport, the silicone hoses are nomex- and fluoro-lined to ensure they are resilient to the oil vapour and high temperatures found in the ST TDCi's charge intake system. The fluoro-lining also helps prevent discolouring, so the hoses will stay the colour you choose; either black, blue, red, or yellow. They will work with the standard intercooler, and a forthcoming mountune uprated intercooler too.

www.mountunestore.com



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www.m-sportstore.com

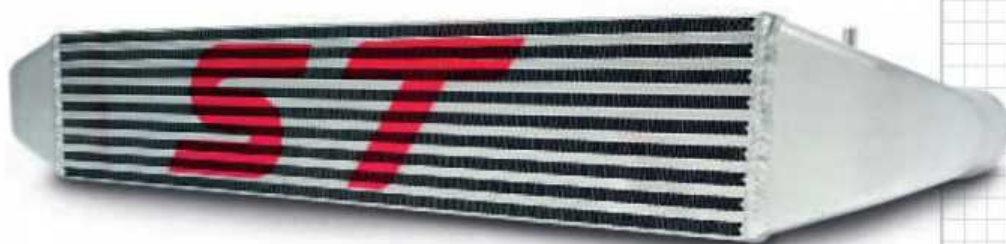
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Exclusive to ND Tuning are these new ST Fabrications intercoolers for the Mk7 Fiesta ST. Made in the UK, the intercooler has reportedly been tested to over 250bhp without any issues, making them an ideal and affordable upgrade for many Mk7 owners. For further details visit the website.

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TESTED

PUTTING NEW PRODUCTS THROUGH THEIR PACES...

> The simple fact is the less you physically touch your car when washing the better. I mean, pushing a load of grit and grime around with a sponge isn't great for the finish, even if you wax your car regularly.

There's a simple solution though - by changing your detailing regime to include a quality pre-wash product. Something like a dedicated snow

foam should always be the first port of call for anyone serious about keeping their paint in tip-top condition and that's because it takes away most of the risk associated with removing the harshest grime.

This all-new formula Snow Foam from Glanz offers exactly that; a professional-standard pre-wash, and much less chance of damaging your paintwork...



PRODUCT DETAILS

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THE PRODUCT

Although many snow foams – this one included – can be applied with a garden weed sprayer, the best way by far is to use a foam lance attached to your pressure washer. These are a relatively inexpensive addition to your kit but one that will make a world of difference to the ease of your detailing, not to mention the end result.

This Glanz product goes on as a thick, creamy foam and gets to work straight away fizzing away at the grime. The foam has been developed to break down and encapsulate any dirt lifting it away from the surface meaning you can easily rinse the worst of the harsh deposits off before you even think about breaking out the bucket and wash mitt.

Being pH neutral it's designed to be safe on all kinds of paint finishes along with vinyl wraps, glass and trim. Perhaps most importantly though, this formula is mild enough to not strip any pre-applied waxes or sealants. Thankfully that means all those hours of meticulous polishing, waxing and buffing won't immediately go to waste on the next wash, and that can make a big difference to your general state of mind.

MIDGE'S VERDICT

This sort of product always makes great sense, especially for cars that have been re-sprayed or restored where the paint may not be low-baked and as hard as it is from the factory. Even with standard paint jobs, after years of polishing and compounding, those layers might not be as thick as you imagine and scratching your car is bad enough at any time but doing it

while you're trying to clean it is almost soul-destroying.

Glanz Snow Foam is certainly up there with the toughest alkali jobs on the market and that's unusual for a formula that's pH neutral and non-stripping. It works extremely well on heavily baked-on filth and what's even better is that you can actually see it doing its job. Once applied the thick lather soaks

up the dirt and you can watch it run right off.

It's also great value for money because you get a whole litre of concentrate which can be diluted 1:3 with water for heavy soiling, or 1:5 for normal maintenance washes. With a properly waxed or sealed paint job you may get away with no contact washing at all. I can't recommend this stuff enough, top marks. 📸





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JOSHUA BISSELL MK2 FOCUS ST

+ If there's one fast Ford that responds well to tuning, the Mk2 Focus ST is it. With just a handful of well chosen upgrades you can make a real transformation! Take Joshua's ST for example – the spec list isn't huge and is restricted to just the basics; Mongoose

exhaust, RS clutch upgrade, Radtec intercooler, K&N air filter, and a Pumabuild remap. But those simple bolt-on mods mean the Focus is now producing 300bhp and 329lb/ft – and Joshua is most impressed with the "near-perfect" curve the dyno sheet shows.



JOE TOOTH MK5 FIESTA ZETEC S

+ Choosing a first car can be a real headache – balancing style, performance, practicality, and most importantly of all, affordability. But we reckon Joe has made the perfect choice with his Mk5 Fiesta Zetec S. They're a cracking little car as standard, but they also give enormous scope for tuning upgrades too,

something Joe has recently taken full advantage of. You see, his ZS now boasts a full Puma 1.7-litre engine conversion, a 300mm ST170 brake upgrade, and full leather interior – all simple bolt-on upgrades found from raiding other Ford models. Coupling these are a set of Weitec coilovers, OZ rims, and a full Milltek exhaust too!



JONNY CRUICKSHANK MK7 FIESTA ST

+ Jonny's plan for his stunning ST was always to keep it looking fairly standard from the outside, but turn it into a real animal under the skin. And thanks to a complete Stage 3 upgrade, including Peron hybrid turbo, Turbosmart wastegate, Peron intercooler, ITG air filter, mountune charge pipe

upgrade, Scorpion three-inch downpipe and decat, and a KMS exhaust system he's achieved his goal! All of that lot adds up to an estimated 280-290bhp and over 300lb/ft! Keeping the newfound power under control is a Quaife ATB, MeisterR coilovers, Powerflex bushes, and Whiteline anti-roll bar.

RYAN GOODYEAR MK7 FIESTA TITANIUM

+ Ryan's Fiesta Titanium is affectionately called 'Vimto' because of its body colour. As a top-spec Titanium model the Fiesta is already loaded with toys and gadgets, but Ryan has seen fit to make some improvements of his own, starting by swapping the standard seats for the Recaros usually found in the Mk7

Fiesta ST. The 1.6 TDCi motor is kicking out a healthy 130bhp thanks to a remap, custom exhaust, and K&N filter, while a Pumaspeed 300mm brake upgrade brings it back to a halt again. The suspension is dropped on 45mm lowering springs, and Team Dynamics 17-inchers replace the stock wheels.



MASON SHEASBY MK6 FIESTA ST

+ Mason's Fiesta ST has been treated to some subtle yet effective upgrades. On the outside you can't help but notice the Rota Grid alloys and RS bonnet vents, which complement the Frozen White paintwork perfectly. But under the bonnet the 2.0-litre

Duratec has been breathed on by tuning specialists, Jamsport – hence the sunstrip – who have installed a suitable remap to make the most of all the hardware upgrades such as the full Milltek exhaust, larger throttle body, and performance air filter.



CHRIS SKIVINGTON MONDEO ST220

+ Chris' beloved Mondeo is actually a famous TV star, well almost – it was used by Top Gear a few years ago when they reviewed the ST220. Chris got his hands on the car four years ago while he was away serving in Germany, and it's fair to say it's a bit different now to how it was back then. For a start the whole car has been given a fresh coat of Performance Blue paint,

the front bumper has been fully smoothed, and a Mk1 Focus RS vent has been grafted into the passenger side of the front bumper. Why just the passenger side? Well, that's because it's functional and feeds the K&N air filter that lives just behind the bumper!

A Triple R front splitter, drop on H&R springs, and Focus RS wheels complete the look.



GET YOUR CAR FEATURED SEND UP TO 4 PICS & SPEC TO fastford.ed@kelsey.co.uk



PEOPLES EDINBURGH MEET

Ford main dealers, Peoples of Edinburgh, open the doors to their showroom to a bunch of fellow Blue Oval enthusiasts for an awesome meet...

In this digital day and age it may seem odd that an event isn't promoted via social media websites, or even directly linked to an owners' club or dedicated enthusiasts group, but this is the case here! Stevie Hinks, main man at the Edinburgh branch of Ford main dealers, Peoples, is a die-hard Ford fan and the brains behind these now-renowned local events held at the company's glossy showrooms. Originally it started as a meet for the Central & East Scotland RSOC, but now has evolved into a legendary takeover of the entire site, with the widest variety of top class Blue Ovals from all over Scotland scattered both inside the showroom and in the surrounding car parks.

Much of the core crowd may still be in the C&E group, but the emphasis is clearly on a free-for-all where all are welcome. It

might have been arranged only a few weeks before, and hardly a word uttered online, but the turnout was superb and the atmosphere was as laid back as expected. If you're lucky enough to hear about one of these get-togethers on the grapevine, be sure to fire up your Ford and get over. As you'll be kicking yourself if you don't!



WHO
Peoples Ford

WHERE
Edinburgh

**WORDS AND
PHOTOS**
Ade Brannan





Full mountune kit means plenty of fun and a full warranty!



MAGGIE MILLAR FOCUS ST MK3

At first glance Maggie's ST2 looks highly modified, but look a little closer and it's actually not far off from what you could buy straight from Ford! The wild 'Tangerine Scream' launch colour mixed with a full (and extensive) mountune package rivals what many a modder aspired to in previous years, but with a full warranty attached. Personal (and non-warranty voiding!) touches are all over the car though, like the elaborate airbrushing under the bonnet, wrapped roof and re-coated wheels. So well-kept is the Focus that it's even used as a rolling advert for her Stirling detailing business 'GGR Central' which doubles up as a mini-Ace Café style hangout for enthusiasts from miles around!





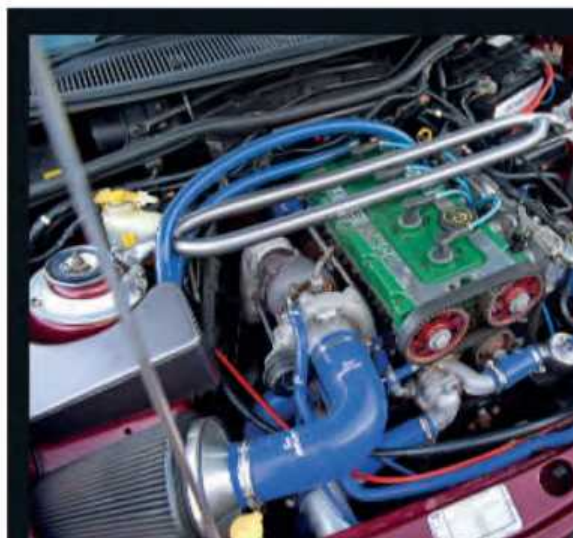
Orange wheels certainly stand out, but Louise plans to change them very soon

LOUISE WILSON FOCUS RS MK1

To some the Mk1 Focus RS is verging on a retro classic, but to Louise and her partner Paul it feels like they've just bought a brand new car! More at home in her Mk1 Escort typically, even with BC coilovers, a cage and a fully stripped out interior, she can't get over how refined it is!

Classic Ford fan Louise may be somewhat begrudgingly now the owner of this sorted RS, but it's mainly due to Paul managing to grab a bargain and finding a reason to keep it. It's not often that someone owns an icon unwillingly, but the sorted RS was snapped up in a deal that couldn't be refused. A mate who obviously comes from a less than car friendly household, was told after he'd just spent as much as the car's value on mods, to "get shot of that, it's not a family car!"

Louise currently might be saying she isn't into it, but when she reeled off all her plans for the car, including changing the orange colour scheme, we're not so convinced!







Full respray in bright pink gets noticed!



JUDY YATES FORD KA

Partner to one of the main men in the area's Ford scene, 'Dicey', Judy was always keen to get in on the act too with her own project car. Her unassuming little current shape Ka was dropped off with renowned bodyshop guru Gibby along with a "quite tricky to fit" bodykit and OE-plus style spoiler. Most people looking for an outrageous look to unveil at a show tend to go for a wrap, but no half measures were taken here! The finish is utterly flawless, and an impressive job has been done in making the kit look like a factory finish and fit too. Next up sees the interior getting some extra colour coding as well!



The glossy showrooms were filled with fast Fords of all ages



"Fire up your Ford and get over"





We love a bit of old school cool!



Built from an ex-Group N rally car, Ross' EsCos is now a road-legal track toy!



ROSS ERSKINE ESCORT COSWORTH

Back in the day a Q plate was typically met with disdain and given a wide berth. Yes there will be some history in the car's past, but often it'll be really cool history! Like this now road-legal example which was built from a Group N rally car. Of course some Q's will be stolen-recovered, or have a similarly cloudy past, but with most lower value RSs long since snapped up by breakers the remaining cars from the now defunct Q plating system are often being seen as the ideal blank canvas for mods without the worries of effecting resale values! They're especially ideal for mods when you find out that the MOT rules treat Q plates as if they were made 1971! That's a lot of extra leeway for emissions, and even cosmetic mods. Black and silver plates anyone?!

Ross's Repsol liveried car may look finished, but it is a running work in progress, and after recently seeing its first trackday with him is soon to get Gaz Golds and 6 pots fitted up front. It already looks more than fully sorted, so we can't wait to see how it progresses soon.



fastford

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CARS FOR SALE

ANGLIA

ANGLIA 105E



1967, £5,750 ono. Tuned 1700 engine 2000E gearbox, alachi suspension, lotus steel wheels, webasto sunroof. Cornwall. 01579 343193 (SN)

CONSUL

CONSUL MKII



1961, £7,450. Stunning example, has been professionally restored to a high standard, lovely chrome mostly new, very nice interior, immaculate engine bay with rebuilt engine, must be seen to appreciate. East Yorkshire. 01482 679863

CORTINA

CORTINA



1973, 28,000 miles, £6,995 ono. Mk3 2.0lt full MoT, guaranteed mileage, 3 owners, loads of paperwork, never welded, new battery & tyres no rust or rot being zibarted original bill of sale ready to use. Notts. 07792 139652 (SN)

CORTINA MK3



1974, 72,000 miles, £6,300 ono. Never restored never re painted. 12 months MoT. Low mileage. All original books and history with car. Engine: 2.0 litre overhead cam pinto. Transmission: 3 speed automatic transmission. Exterior: period pin striping down both sides of the shell, all original badges, nice chrome metal grille, bumpers and trim. Interior: lovely quality leather seats, original steering wheel, original gear selector and sloping dash, great quality carpet. The car has recently had a full professional detail inside and all paperwork present. 07583440229 (SN)

ESCORT

ESCORT



EPOA. 1600 Manual. Lots of history low mileage this car has been loved. 12 month MoT, no rust, also come with period black and silver age related registration plates. LREG. Engine: 1600 crossflow, new distributor, distributor cap, rotor arm, coil lead and HT leads. Rostyle chrome 13 inch deep dish wheels, clean leather seats and dash top, clean and tidy head liner and and carpets. This car is in fanstatic condition for its age (42 years old), and it is absolutely solid, if you have any questions or are interested in the car please ring me. 07583 440229 (SN)

ESCORT MK1



1972, £7,950. This car is totally original and is in exceptional condition inside, outside and underneath. It has obviously had very little use and would appear to have spent its life in dry storage and fair weather use only, long MoT. Northumberland. 07974 536884

ESCORT RS COSWORTH



1995, 44,000 miles, £29,995. Metallic ash grey with black leather seating. Unadulterated, not welded or repainted and original body work in every way. Engine not chipped, 310 BHP from blueprint engine. Newly powder coated alloys, probably the best in the world, almost concours condition. 2 former keepers, enconours history file and service book with 22 stamps. Workshop manual. Must be seen. Greater Manchester. 01204 527479 / 07887 771386 (SN)

ESCORT RS2000



44,000 miles, £7,995. Mallard metallic with grey recaro seating with a blue pattern. Grey carpets, sunroof, ex Isle of Man. Very carefully kept, with interior and exterior in lovely order. MoT April 2016, first to see will buy. Greater Manchester. 01204 527479 / 07887 771386 (SN)

ESCORT RS2000



54,000 miles, £7,995. Silver metallic with recaro seats in grey and dark red, with grey carpets. Glass sunroof, correct RS wheels, centres organised. Just MoTd, in wonderful unmarked condition, having not been painted. A appreciating item, not to be missed. 10 stamps in the service books. Greater Manchester. 01204 527479 / 07887 771386 (SN)

MK2 ESCORT



EPOA. GP4 2litre pinto, Quaife box atlas axle 4:6 lsd AP Racing front brakes Gartrac Arches Alloy tank and rad, for full spec and more pics. Central Bedfordshire. 07505 442435 (SN)

MK4



1989, 57,000 miles, £1,650. 1.6 GL estate. MoT to March 2016. In very good condition all round. Lots of service paperwork etc. New front tyres. Call for more details. Wiltshire. 01666 577446

FALCON

FALCON



1959, £12,000. First year model, stock straight six 2.4 litre engine, lowered suspension, de-badged, new tyres, mike curtis wheel, car featured. Cheshire. 01612 928270 (SN)

FIESTA

FIESTA 1.0 POP PLUS



1986, 35,000 miles, £2,750. One lady owner for 28 years, superb original inside and out, MoT Jan 2016, no advisories, recent major service £500 plus, with receipts, have correct hubcaps. Derbys. 0115 932 8913

FIESTA XR2i



1991, 45,000 miles, £5,250. Totally original, unmodified, Garaged all its life, No rust. MoT July 16. To keep it running nice it has had new, tyres, battery, cambelt, head, rocker box and manifold gasket. Has been waxholed inside and out. The bright red paint is still shining, no fading at all. gizzyday@outlook.com

GRANADA

MK 2

1983, £3,500. 2.8 GL auto. Very little needed for MoT. Kept garaged and serviced last 15 years. Very reluctant sale. Very good and reliable car. Drives perfectly. Genuine callers only. Cornwall. 07596 403864 (PB)

MUSTANG

MUSTANG

1968, £6,500. Fitted with 351 Cleveland and powerglide completely rust free piles of bills and paperwork some nice bits on car think was going to be a bit of a race car! 9" rear a car for someone that knows what they are looking at No welding. Hampshire. 01962 774317 (HP)

ORION

ORION



1986, 97,000 miles, £1,495. 1.6 GL, 4 door, maroon, grey trim, will come with new MoT, just been serviced, good runner, very clean. On SORN. 01763 250377 (SN)

SEDAN

SEDAN



1931, 3,500 miles, £20,000 ono. 400 horsepower V8 Chevy. Holley electronic fuel injection. Edelbrock aluminium cylinder heads. 700R4 overdrive gearbox. Centreline wheels. Mooneyes instruments. Passed MoT September 2015. Crosby. 07437 495307 (SN)

SIERRA

SIERRA

1990, 71,685 miles, £1,000. Blue Ford Sierra Sapphire LXTD diesel H reg. Good condition, full service history. 4 new tyres MoT until Nov. Cambridge. 01353 722185

TRANSIT

FORD TRANSIT MARK 1



1975, £5,000. Taxed and tested on the road, free tax from 1st January 2016, Toyota diesel engine, new tyres, resprayed, very clean. Cambridgeshire. 01945 581862

VEHICLES WANTED

FORD SIERRA

Wanted. Diesel or Ford Granada, diesel or Vauxhall Victor F-type. Herefordshire. 07528 642560 (PB)

PARTS FOR SALE

FORD CAPRI



1971, £50. Differential, 4.125:1, good condition, from 1300 MK1 Capri. Collection only. Staffordshire. 07767 436544 (SN)

FORD CAPRI MK1

£POA. All parts except bodyshell, doors, bonnet, bootlid glass, interior etc etc plus engine 1600 cross flow transmission axles etc. Also pass side door MK1 escort 2 door. Ashley exhaust RS 2000. Angus. 07944 280702

FORD ESCORT MK3

£POA. Headlight switches/steering column switchgear both side, excellent condition, £25 pair, came from low mileage car. Also bumper trims & clips, some new. London. 07999 835380

FORD FIESTA PARTS



£25. Parts include indicators, lights, locks, starter motor, mirrors, fuse box, loads of bits too much to list. East Yorkshire. 07979 406536 (SN)

FORD FIESTA ZETEC S



£55 inc postage. 2015. Rear stone guard (OEM part No. 1833264 RRP £79.78 inc). Covered only 1,200 miles on my 2015 Fiesta Zetec 'S' (replaced with ST version). Necessary mod for Milltek/Cobra etc exhaust. Dorset. 01747 811917 (PB)

FORD MK5 ESCORT RS2000 RECARO INTERIOR



£875. In grey and very rare item, this interior comes with 4 headrests door cards, rear seats, with rear armrest, in mint condition no wear on any of the bolsters no burn marks. This interior is in storage and would be ideal for any project or up grade. Please note no offers or no time wasters serious inquiries only. West Midlands. 07879 215057 (SN)

FORD MUSTANG CENTRE GRILLE BADGE



1966, £150. Fast back, original Ford made. In very good condition. Of Shelby. Kent. 01322 662156 (RB)

PAIR OF WHEEL DOLLIES



£20. 01617 960816 / 07814 625044 (SN)

VARIOUS



£POA. Zenith carb, fit Minx/Husky, never used. Honda Civic alloy. Two small steering wheels, fit Mini, Anglia. MoT brake test meter. Beetle, transporter, hub caps. Other bits and manual. Warwickshire. 07719 482969 (RB)

PARTS WANTED

FORD 2000E 3 RAIL GEARBOX

Wanted. In good condition. 07860 246900 (SN)

FORD SIERRA

Wanted. Help, i am an OAP with a superb Ford XR4i in white, thousands spent but i need a Ghia drivers seat or cover. Now worn after 32years use. Avon. 0117 949 9866

MISCELLANEOUS

BRAIN JAMES TRAILER



£2,000 no offers. Twin axle braked, bed 3.5mts x 1.7mts, built in hitch lock with 2 keys, 4 excellent tyres with unused spare lockaway ramps, permissible MGW 1600kg. Essex. 01255 813791

CAR BODY TILTER



£230. Great condition, only used twice, idea for all under car repair and restoration, whilst standing in comfort, simple to use. Herts. 07860 246900 (SN)

OLD PUSH IN RADIO



£60. Needs two knobs. Staffordshire. 01782 870573 (RB)

MISCELLANEOUS FOR SALE

NATIONAL TRUST BADGE



£35 post free. Metal type. Founded 1895. Complete with grille fixing kit. Surrey. 07580 313669 (RB)

PRIVATE REGISTRATION SMARTS



£POA. Absolutely stunning registration mark. Smarts, Mr Smart. Never been assigned to a vehicle, currently on retention doc. Ready for immediate transfer. Call Harry. Staffordshire. 07583 613521 (RB)

PUTA TIGER IN YOUR TANK



£30 post free. Ally sign with fixing holes. 400mm dia. Poly powder coat finish. Surrey. 07968 659967 (RB)

TWO SPOTLIGHTS



£60. One plain glass, the other foglight, chrome. Both with covers. Staffordshire. 01782 870573 (RB)

LITERATURE AND INFORMATION

FORD

£10 each. Ford handbooks Consul/ Corsair, Ford Zodiac, Ford Zephyr, Zodiac instruction book 1951-56. Transit manual D/Petrol. Yorkshire. 07471 739455

HUNDREDS OF CAR MAGAZINES



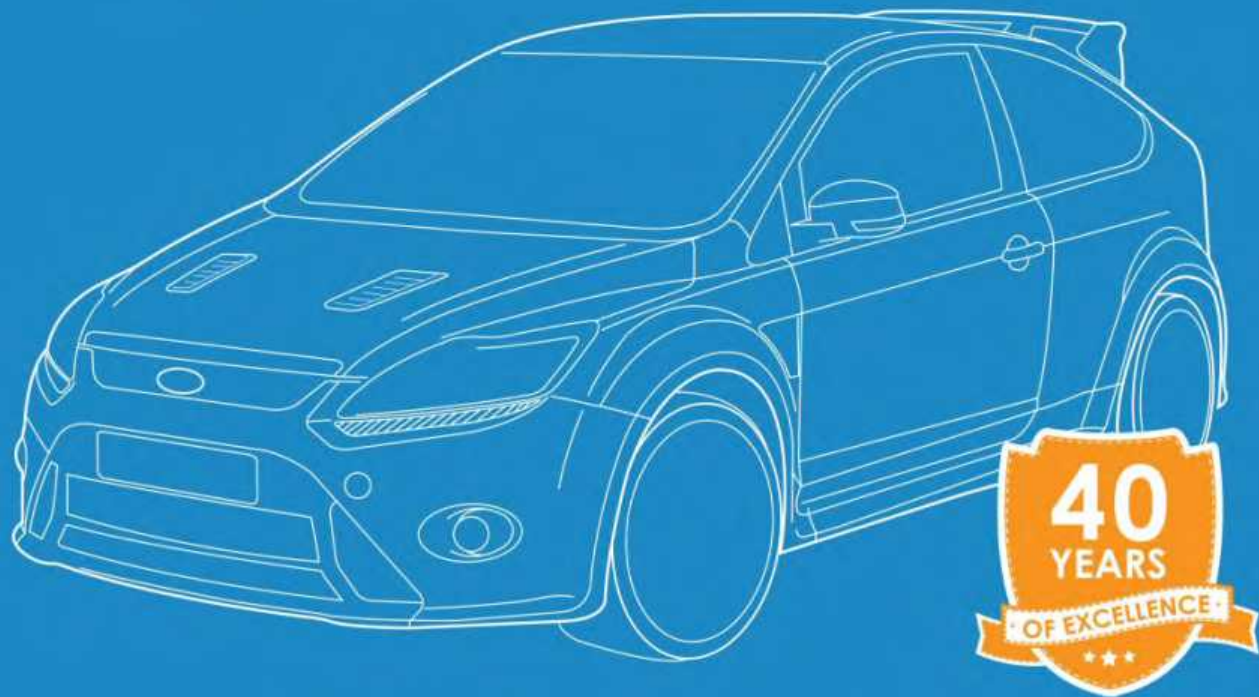
£Offers. From 1973 To 2009, Classic Car, Custom Car, Popular Classic, Street Machine and many more. Good condition. 07990 576814 (SN)

RARE FORD INSIGHT MAGAZINES



1993, £15 ono. These are rare Ford insight magazines, there are 7 magazines up for sale. Postage price is £3. This is a great buy for and Ford fan. Herts. 07815 863310 (SN)

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DECEMBER 2015 IN THIS ISSUE



FOCUS RS 10

Road and track ready RS pumping out 400bhp



TWIN-TURBO SIERRA 24

Mental three-door with a whopping 450bhp 24v V6!



FIESTA ZETEC S 42

Zetec Turbo converted Mk5 Fiesta is a 400bhp animal



FIESTA VAN 64

Awesome Mk6 van complete with YB engine swap and 4x4!



ESCORT COSWORTH 74

Simply stunning Cossie with plenty of power and style!



FUTURE CLASSICS 84

We look at three impending classic fast Fords...

The Saturn II combined sleek styling with a host of the latest tech and gadgets



FORDS YOU NEVER KNEW EXISTED



#74 FORD THUNDERBIRD SATURN II

Back in the late '60s Ford were producing some really rather radical concept cars, designed to either wow the public with stunning designs, or to show the world their engineering excellence by stuffing them full of the latest, and often futuristic, technical features. So when Ford bosses wanted to unveil an all-new luxury car of the future, the designers had to combine both style with a host of techy gadgets that would wow the car-buying public. The result was this, the Thunderbird Saturn II.

As the name suggests, the Thunderbird Saturn II was the successor of a similar concept launched a year earlier in 1968. It was even based on the Thunderbird Saturn I, but the II saw a completely restyled front

end, a redesigned rear, and a complete interior makeover too.

The bonnet was four inches longer than the stock 1969 T-Bird, and the roof was a full two inches lower too! The front end saw stock sidelights and turn signals moved and mounted in the centre of a vertically divided front grille. The fastback roofline must have been deemed a success, as it showed up again on later models.

The whole car was treated to a high-end pearlescent gold paintjob so to attract as much attention as possible. To give it a really top-quality feel Ford insisted that a high level of metallic particles be used in the paint, so that it would really sparkle under the lights when it was unveiled.

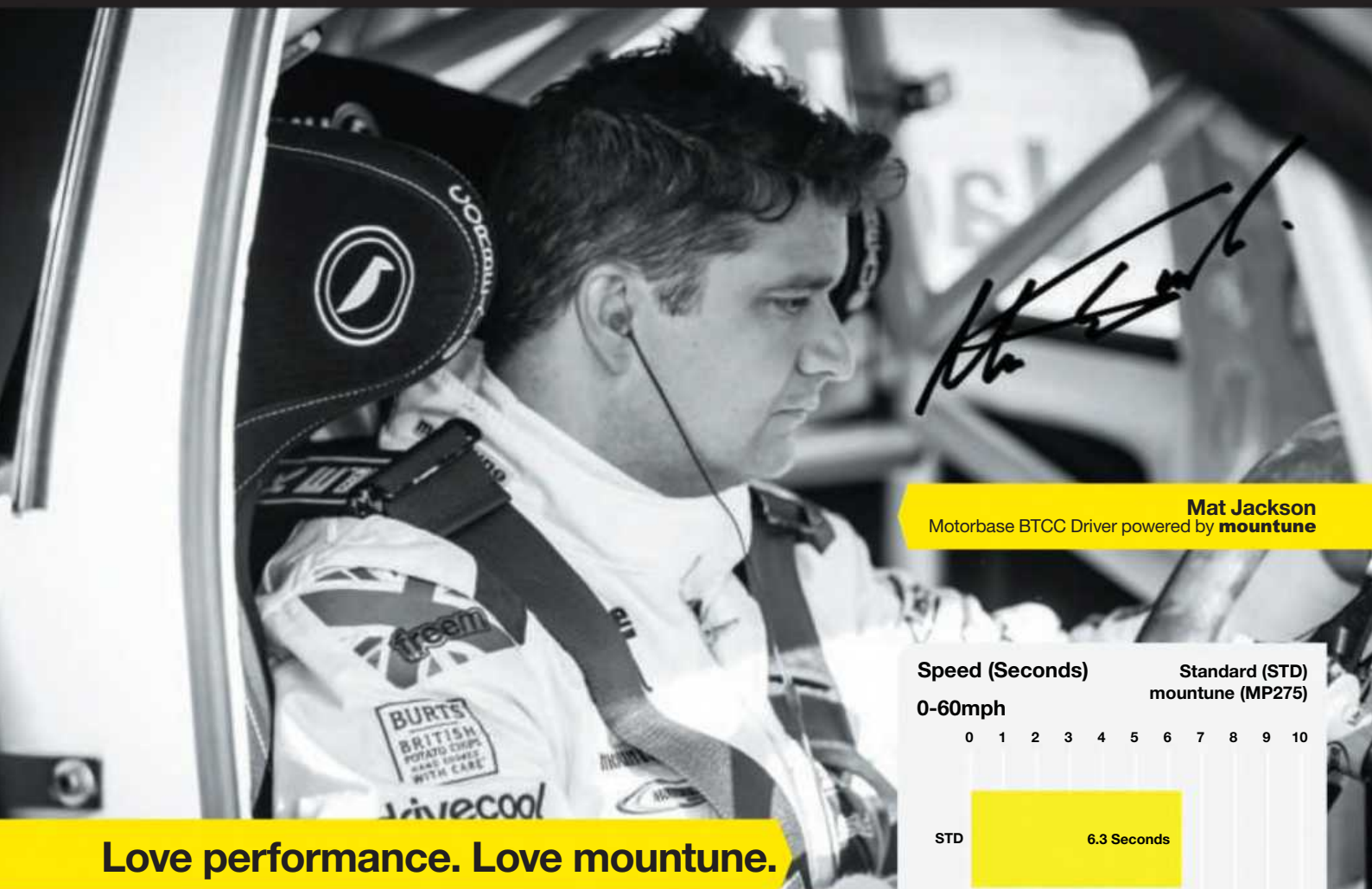
Inside the gold theme continued, with gold seats – yes

gold! The entire interior was trimmed in metallic gold leather! The cabin was stuffed full of the latest tech too, including a two-way communications system, radar, and a trip computer. The Saturn II, like the stock road-going Thunderbird, also featured a clever bulb warning system that alerted the driver if the tail lights were working or not. The crude system used fibre optic tubes to transmit light to a monitor mounted on the rear parcel shelf, which the driver could see in the rear view mirror. If the monitor had light so did the rear lights, if not you know a bulb had blown. Okay, all of this looks tame compared to the can-bus technology of today, but remember this was nearly 50 years ago!

The rich metallic gold paintjob was designed to get the Saturn II noticed



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Mat Jackson
Motorbase BTCC Driver powered by **mountune**

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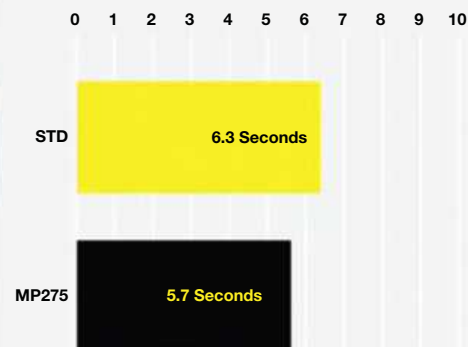


Available now for all models of mk3 Focus ST.

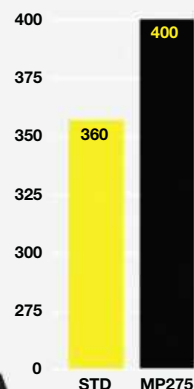
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- **performance?**
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- **warranty?**
remains unaffected
- **induction?**
enhanced sound
- **result?**
game upped

Speed (Seconds)
0-60mph

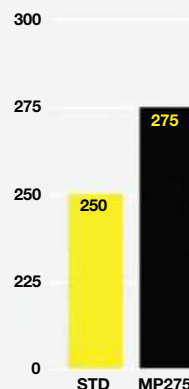
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Torque (Nm)



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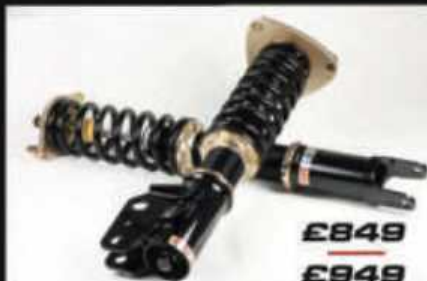
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